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CONTENTS.

January Number.

Page.

TRADE RELATIONS IN AMERICA: Commerce of the United States with the Eastern Coast of South America; tariff reciprocity as an agency for promoting trade. By Joseph P. Smith. (Seventh article.) 1069

THE AUTHOR OF RECIPROCITY; By Alex. D. Anderson 1074

ARGENTINE REPUBLIC: Comparative statement of the foreign commerce for first six months of 1896 and 1897 1077

BRAZIL: Proposals for the improvement of the port of Pernambuco... 1079

COLOMBIA: Suggestions to American manufacturers for securing trade.. 1080

COSTA RICA: Development of trade with the United States 1082

GUATEMALA: Financial arrangement with the Deutsche Bank of Berlin. 1083

HAITI: New Cabinet—Proposed financial arrangement..... 1084

MEXICO: Cultivation of india rubber, ginger, and tobacco—Opportunity for tanning industry..... 1085

PARAGUAY: Official report on the productions of the country and opportunities for trade 1090

PERU: Report on the gold district of Carabaya—Railway construction and coal mining by the Pacific Company—Ministry..... 1098

UNITED STATES: Trade with Latin-America in October, 1897—Message of President McKinley to Congress on trade reciprocity and the Nicaragua Canal—Importation of hides and skins..... 1100

URUGUAY: Suggestions for extending trade with United States 1114

VENEZUELA: Intercommerce with Colombia 1115

THE NIAGARA PAN-AMERICAN EXPOSITION..... 1116

TRADE IN MACHINERY AND TOOLS IN SPANISH AMERICA; OPPORTUNITIES FOR MANUFACTURERS 1118

STEAMSHIP SERVICE ON THE PACIFIC COAST, PROPOSED EXTENSION 1122

TRADE MISCELLANY 1122

February Number.

Page.

DEATH OF DIRECTOR JOSEPH P. SMITH: Action of Executive Committee. 1

TRADE RELATIONS IN AMERICA: Internal resources of Mexico. By Joseph P. Smith. (Eighth article) 1245

ARGENTINE REPUBLIC: Report on immigration, 1893 to 1897 1253

BOLIVIA: Extension of trade with the United States. Communication from Minister Luis Paz 1256

BRAZIL: Immigration via ports of Rio de Janeiro and Santos—Railways in Southern Brazil—Bello Horizonte, new capital of Minas Geraes 1257

BRITISH HONDURAS: Opportunities for trade 1259

CHILE: Report of trade statistics for 1896 1260

COSTA RICA: Review of financial and commercial situation 1263

GUATEMALA: Plan for unification and liquidation of national debt 1264

MEXICO: Mining law—Price of public lands for fiscal year 1898–99 ... 1277

NICARAGUA: Decrees affecting production and exportation of rubber and coffee—Government monopoly of the sale of ammunition—Organization of the Bluefields Steamship Company—Banana crop of Bluefields 1278

PARAGUAY: Representation at the Brussels Exposition 1282

SANTO DOMINGO: Decrees establishing petroleum works and regulating cattle exportation and trade with Haiti 1284

UNITED STATES: Trade with Latin-America in November, 1897 1285

VENEZUELA: Opportunities for extending United States trade—Sale of El Callao Mine—Bonded Warehouses—Sketch of President Andrade—Tariff 1297

GOLD PRODUCTION OF THE AMERICAN REPUBLICS 1309

PROPOSED INTEROCEANIC RAILWAY FROM RIO DE JANEIRO TO PACIFIC COAST. 1310

SPECIAL ENGLISH COMMERCIAL MISSION TO SOUTH AMERICA 1311

CODE OF COMMERCIAL NOMENCLATURE ADOPTED BY UNITED STATES TREASURY DEPARTMENT 1312

TRADE MISCELLANY 1313

March Number.

ANNUAL REPORT OF THE BUREAU prepared by the Late Director Joseph P. Smith, and submitted by Acting Director Frederic Emory—Proceedings of the Executive Committee—Mr. Frederic Emory appointed Provisional Director 1437

CIRCULAR LETTER OF DIRECTOR FREDERIC EMORY announcing termination of contract with Charles E. Locke, Advertising Agent 1451

Page.

TRADE RELATIONS IN AMERICA: Internal resources of Central America. By H. Guzmán. (Ninth article) 1452
ARGENTINE REPUBLIC: Trade with Peru. Discussed by Señor Guesalga. 1459
BRAZIL: Railway mileage and construction—The pottery industry 1461
CENTRAL AMERICA: Statistics, note regarding 1468
COSTA RICA: Reform of the monetary system — Banking regulations 1468
HONDURAS: Opening of Congress, Address of President Bonilla 1474
MARTINIQUE: Prohibition of colored margarine 1478
MEXICO: Instructions for shipping goods—Coal deposits 1475
PERU: Trade with Argentina, development of, discussed by Señor Guesalga—Permanent exposition of machinery 1459, 1478
UNITED STATES: Trade with Latin-America for December, 1896–97, and for the fiscal years 1896–97 1478
URUGUAY: System of public instruction 1488
VENEZUELA: Tariff (Continued) 1489
TRADE MISCELLANY 1499

April Number.

TRADE RELATIONS IN AMERICA: Internal resources of the West Indies. By H. Guzmán. (Tenth article.) 1653
ARGENTINE REPUBLIC: Sugar industry in the Province of Tucuman for the years 1892–96—Cereal crop 1660
BRAZIL: Coffee; Estimated coffee crop for 1897–98 1662
COLOMBIA: Completion of La Boca dock, Pacific terminus of the Panama Canal—Construction of railways 1664
COSTA RICA: The Abangares Mining Syndicate (Limited) concession .. 1665
ECUADOR: Rubber culture 1666
GUATEMALA: Principal articles of the new trade-mark and patent law 1667
HONDURAS: Communication by Dr. George B. Johnston on the resources of the country 1674
MEXICO: Japanese colony, Tehuantepec—Exportation of cattle—International telegraph service—Drainage of the valley of Mexico—Tehuantepec Railway 1676
NICARAGUA: Exportation of evaporated bananas—Suspension of steam transportation on San Juan River and Lake Nicaragua 1679
SANTO DOMINGO: Statistics of exportation of the leading products 1682

Page.

UNITED STATES: Trade with Latin America in January, 1897 and 1898, and for the seven months preceding—Report of the St. Louis Spanish Club on trade with Spanish America 1682

VENEZUELA: Tariff (concluded)—Railway mileage in 1898—Sample warehouse in Caracas—Caracas tramway system 1694

COFFEE CULTURE IN THE HAWAIIAN ISLANDS 1700

ELECTRIC APPARATUS IN LATIN AMERICA 1703

INTERNATIONAL AMERICAN BANK 1704

NIAGARA PAN-AMERICAN EXPOSITION: Postponement of 1704

SPECIAL ENGLISH MISSION TO SOUTH AMERICA 1706

TEXTILE INDUSTRIES IN SPANISH AMERICA 1706

TRADE MISCELLANY 1017

May Number.

TRADE RELATIONS IN AMERICA: Internal resources of the northern part of South America. By Francisco J. Yánes. (Eleventh article.) 1849

THE TRANS-MISSISSIPPI AND INTERNATIONAL EXPOSITION: Its interest as regards Latin-American countries. By H. Guzmán 1861

BRAZIL: Modifications of the tariff—Election of President and Vice-President—British efforts to retain trade—Contract for coining nickel—Trade with the United States—Business opportunities 1868

COLOMBIA: Mineral resources—Contract for Girardot and Bogotá Railway 1878

GUATEMALA: Opportunities for increasing trade—Railway and steamship enterprise—Commercial conditions 1883

HONDURAS: Patuca River, contract for deepening 1886

MEXICO: Synopsis of President's message—Steel works at Chihuahua—Finances and industries—Routes to principal commercial centers 1887

SANTO DOMINGO: Tariff increased 10 per cent 1894

UNITED STATES: Trade with Latin America, February, 1898 1895

VENEZUELA: Market for United States manufactures—Immigration contract—Aerial cable—New railway construction—Exports from New York—New ministry 1904

THE METRIC SYSTEM IN GREAT BRITAIN 1911

THE PHILADELPHIA COMMERCIAL MUSEUMS 1911

MINERAL RESOURCES OF SOUTH AND CENTRAL AMERICA 1912

STEAMSHIP COMMUNICATION WITH SOUTH AMERICA 1913

TRADE MISCELLANY 1917

June Number.

Page.

THE BUREAU OF THE AMERICAN REPUBLICS: A brief sketch of its origin, character, and purposes. By A. W. Fergusson 2073

MEETING OF THE EXECUTIVE COMMITTEE: Action taken approving report and work of Provisional Director—Doctor Horacio Guzmán appointed Secretary of the Bureau 2085

TRADE RELATIONS IN AMERICA: Internal resources of the western coast of South America—Resources, area, population, etc., of Bolivia, Chile, Ecuador, and Peru discussed. By A. W. Fergusson. (Twelfth article). 2087

MINISTER MENDONÇA: Transfer to Lisbon; farewell address and response by President McKinley 2096

ARGENTINE REPUBLIC: Destination of the leading exports for the year 1897 2100

BRAZIL: Commerce of Pernambuco, Ceará, Parahyba, and Rio Grande do Norte in 1897—Warning to exporters—Minister Brasil received by President McKinley 2101

COSTA RICA: Financial, industrial, and educational conditions, message of President Iglesias 2105

ECUADOR: Custom-house building at Guayaquil—Railroad to Quito 2108

HAITI: Minister Powell's suggestions for increasing trade with the United States 2109

MEXICO: Report on sugar-cane culture by J. Yorba—Area and population of States and Territories 2112

NICARAGUA: Law governing the possession and sale of explosives—Contract with Pacific Mail Steamship Company 2113

UNITED STATES: Trade with Latin America for March, 1898 2114

URUGUAY: Exportation of cereals—Demand for roofing slate 2124

COTTON GROWING IN SOUTH AMERICA 2126

FLOUR TRADE OF THE UNITED STATES WITH SOUTH AMERICA 2126

RAMIE FIBER: Experiments made at Limoges, France 2127

TRADE MISCELLANY 2128

MONTHLY BULLETIN

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TRADE RELATIONS IN AMERICA.—VII.

THE EASTERN COAST OF SOUTH AMERICA.*

The countries next to be considered in this series are those Republics of South America which border upon or find their natural outlets on the Atlantic. These, in the order of distance from the United States, are Brazil, Uruguay, the Argentine Republic, and Paraguay, the last named being the only country which has no seaboard on the eastern coast. Transportation between the United States and this vast region of South America, containing not only immense natural resources in process of development, but industries and trade of large proportions which have already attained maturity, is easy and direct and does not wait for the additional facilities, so urgently needed by the western coast, which would follow the construction of a canal across Nicaragua or the Isthmus of Panama. The extension of the present trade relations of the United States throughout the eastern half of South America is, therefore, dependent only upon conditions which already exist and do not need to be created.

The interoceanic canal would be of great benefit in shortening the distance between the eastern coast of South America and the western coast of the entire hemisphere, but it would have only an indirect effect upon the trade between the Atlantic coast of South America and the Atlantic seaboard and Gulf ports of the United States. The shortest practicable routes are already to be found on the waters of the broad Atlantic, and the requisites for commercial

*The first article of this series was printed in the MONTHLY BULLETIN for July, 1897.

development are merely those ordinary ones which lie at the base of all sea-borne trade. In other words, we have but to find the means of increasing the exchange of products through accustomed channels, with no barriers of nature to remove. If we can obtain the desired quantity of articles for barter, and the ships to carry them, the problem is solved.

But although the ports of the eastern coast of South America are the termini of direct and well-defined routes from the United States, their geographical relation to the latter country is not such as to give it a marked advantage in the struggle with European nations for their trade. As has been pointed out in the first article of this series, the South American continent juts out into the Atlantic so far to the eastward of a line drawn due south from New York City that the more northerly European ports are but little farther distant than the great seaboard cities of the United States. The conditions, therefore, are more nearly equal than in the competition for the trade of Mexico, Central America, the West Indies, and the northern coast of South America, which are so much nearer the United States as to give the latter a great advantage over its European rivals—an advantage which, as has been so often pointed out in these articles, would extend to the western coast of South America upon the completion of the Nicaragua or the Panama Canal. But, notwithstanding this, so great is the volume of trade of the eastern coast of South America that the share of the United States, even under conditions geographically less favorable, assumes large dimensions, especially when contrasted with that for the western coast. The imports from and the exports to the east coast countries by the United States for the fiscal years ended June 30, 1896 and 1897, are thus given in the United States Treasury returns:

Eastern Coast of South America.

	Imports from.		Exports to.	
	1896.	1897.	1896.	1897.
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*
Argentine Republic	9, 313, 385	10, 772, 627	5, 979, 046	6, 384, 984
Brazil	71, 060, 046	69, 039, 389	14, 258, 187	12, 450, 061
Paraguay	.....	.....	.....	740
Uruguay	3, 242, 428	3, 515, 054	1, 481, 200	1, 213, 426
Total	83, 615, 859	83, 327, 070	21, 718, 433	20, 049, 211

The total trade of the United States with South America during the same years was as follows:

South America.

Imports from.		Exports to.	
1896.	1897.	1896.	1897.
Dollars. 108, 828, 462	*Dollars.* 107, 389, 009	*Dollars.* 36, 297, 671	*Dollars.* 33, 768, 493

Thus, we find that of the total imports of the United States from South America, more than three-fourths come from the eastern coast, while nearly two-thirds of the total exports of the United States to South America are taken by the same group of countries. By comparison, the trade of the western coast with the United States, in its present state of development, as given in the preceding article of this series, is insignificant. Its possibilities, only, arrest attention.

The figures are:

Western coast of South America.

	Imports from.		Exports to.	
	1896.	1897.	1896.	1897.
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*
Bolivia	None.	None.	21, 907	7, 787
Chile	4, 709, 017	3, 792, 434	3, 431, 808	2, 578, 911
Ecuador	763, 643	566, 526	689, 416	734, 868
Peru	712, 696	722, 089	999, 381	1, 108, 436
Total	6, 185, 356	5, 081, 049	5, 142, 512	4, 430, 002

Comparatively little increase in these figures is to be expected until the completion of the interoceanic canal opens a shorter and cheaper route from the United States to the Pacific seaboard of South America; but the volume of trade already existing, as well as the great agricultural wealth of Brazil and the River Plate countries, promising an immense development of commerce, seems to point out the eastern coast of South America as especially favorable ground in which to cultivate more intimate relations with the United States.

From the point of view of the United States manufacturer and

exporter, the present relations with the east coast countries of South America are unsatisfactory in that, while the United States buys more than $83,000,000 worth of their products annually, it sells them only about $20,000,000, or less than one-fourth as much. Now that the United States manufacturer is competing so successfully with his European competitors in the latter's own home markets, he can see no good reason why he should not succeed as well in South America, or anywhere in the world. He overlooks the barriers of habit, of long-established business relations, of tariff prejudices, and of European capital intrenched in banking institutions and controlling exchange. These barriers can undoubtedly be overcome in time, but only with intelligent and patient effort.

Perhaps, the greatest agency for effecting their removal would be a carefully matured policy of reciprocity, insuring the freest possible exchange without detriment to established industries. Such a policy, looking only to the greatest benefit to be derived by each party to the agreement, would undoubtedly contribute immensely to diverting trade from European channels and welding the American Republics in a real and not merely a sentimental community of interests. The subsidiary but scarcely less important questions of increased transportation facilities, with vessels under the flags of American Republics, and railroads binding the different countries closer together with links of steel, and of the adaptation of United States manufactures and business methods to the peculiar requirements of South American trade, have already been treated of fully in this series of articles, but they must be constantly kept in mind and repeatedly urged upon the attention of all concerned in the general problem of trade conditions in America as indispensable to a speedy and proper expansion.

Of the countries under review, Brazil has the largest trade with the United States, amounting, during the past fiscal year, ended June 30, 1897, to more than $69,000,000 of exports to the United States, and $12,450,000 of imports. There was a falling off of $2,000,000 in exports as compared with the previous year and of $1,800,000 in imports, but this decline has no special significance in a total trade of more than $81,000,000 and finds its parallel in the fluctuations of previous years. Broadly speaking, it can not be said that Brazil's purchases from the United States

show any large permanent gains in a series of years, while her sales to the United States have fallen off since 1893 by $7,000,000.

This condition of affairs is the more notable from the fact that, of all the countries of South America, Brazil yields to none in cordiality of feeling for the United States or in the intimacy of trade relations dating back for a long series of years. The character of her chief agricultural products, such as coffee, sugar, rubber, etc., being almost exclusively tropical, she can not be said to compete with the great agricultural staples of the United States, so that the latter can afford to grant her tariff concessions without risk of affecting home industries. On the other hand, there is an infinite variety of food supplies and manufactured goods which Brazil would doubtless be willing to import from the United States in much greater quantity under more favoring conditions. There is no country in the Western Hemisphere which seems to offer more tempting benefits to be derived from a carefully elaborated system of reciprocity with the United States.

The relations between the Argentine Republic and the United States are less easy of adjustment because of the similarity in some of the great staples of the two countries, such as wheat and wool. The Argentine Republic, however, produces the crops of the torrid as well as the temperate zone, and it may be that articles (such as sugar) which do not enter into competition with the staples of the United States, except in limited areas, might be used as the basis for mutual concessions. It is asserted, also, that certain grades of Argentine wool can not be grown with profit in the United States and might be admitted on more favorable terms; but it is contended, on the other hand, that, with tariff protection, the United States could, in certain localities, raise the same kind of sheep.

This is a question for practical adjustment by those especially qualified to deal with it, but it may be remarked that reciprocity necessarily implies a give-and-take policy, with the general object of securing the greatest good for the greatest number. The trade of the Argentine Republic is of great proportions, amounting to more than $200,000,000 per annum. At present, the share of the United States is but 7 per cent. Evidently, it would be well worth while to consider seriously the possibilities of a greater volume of exchange.

The chief products of Uruguay are very similar to those of the United States, namely, cattle, wool, Indian corn, wheat, etc.; but the trade figures show that Uruguay sells much more largely to the United States than she buys from it, and in both Paraguay and Uruguay, the exporters of the United States would, no doubt, with energetic effort, be able to greatly increase the consumption of certain lines of goods. In Uruguay, for example, there is a great demand for kerosene and lumber, which the United States would doubtless be able to supply almost entirely under a reduction of the Uruguayan duty on those articles.

It will be noted that, with the exception of Paraguay, with which the United States has scarcely any trade at all, the eastern countries of South America have a large trade balance in their favor. With a proper adjustment of customs duties, and systematic effort on the part of United States exporters, it is scarcely to be doubted, in view of the natural sympathies of Argentina, Brazil, and Uruguay for their sister Republic of the north, that they would be willing to buy much more largely of so profitable a customer. The key to the problem of increased trade lies, therefore, in wise negotiation for reciprocity and more active exertion on the part of the business men of the United States to overcome the industrious efforts of the European manufacturer and exporter.

Joseph P. Smith

THE AUTHOR OF RECIPROCITY.

By ALEX D. ANDERSON.

Since the recent conference of American Republics at Washington in 1889, and its elaborate discussion of the question of reciprocity, there have been several attempts in the columns of the press to discover the original author of that popular measure. One journal, after devoting much space to communications on the subject by prominent writers, all of whom gave credit to statesmen of recent years, editorially gave it up as still an open question.

It is the general opinion that reciprocity is a doctrine of modern

creation, whereas, in fact, it is nearly as old as the Government itself, and originated with one of the fathers of the Republic. There is no better way to settle the controversy than to commence at the beginning of the commercial history of the United States, as recorded in the American State Papers, and search their pages, in chronological order, for the first mention of the subject. In Volume I, relating to foreign affairs during President WASHINGTON's first administration, there is very little on the subject of foreign commerce until 1793, when THOMAS JEFFERSON, then Secretary of State, made a report on the subject to the House of Representatives. It was in response to a resolution, adopted by the House two years before (February 23, 1791), calling on the Secretary of State to report to Congress on "the nature and extent of the privileges and restrictions of the commercial intercourse of the United States with foreign nations and the measures which he should think proper to be adopted for the improvement of the commerce and navigation of the same."

The report itself, as well as the time taken in its preparation, show that it is based on a very careful investigation of the subject. *It was the first elaborate report on our commercial relations with the outside world, and is a state paper worthy of the constructive statesmanship of that great American.*

After giving the facts relating to our trade with the leading nations of the world, Mr. JEFFERSON enters upon an elaborate discussion of the theory or plan which should govern commercial intercourse. He says: "Such being the restrictions on the commerce and navigation of the United States, the question is, In what way they may be best removed, modified, or counteracted. As to commerce, two methods occur: First, by friendly arrangements with the several nations with whom these restrictions exist; or, second, by the separate act of our own legislative for countervailing their effects. *There can be no doubt but that, of these two, friendly arrangement is the most eligible.*

"Instead of embarrassing commerce under piles of regulating laws, duties, and prohibitions, could it be relieved from all its shackles in all parts of the world, could every country be employed in producing that which nature has best fitted it to produce, and each be free to exchange with others mutual surpluses for mutual wants, the greatest mass possible would then be produced by those

things which contribute to human life and human happiness, the numbers of mankind would be increased and their condition bettered.

"Should even a single nation begin with the United States this system of free commerce, it would be advisable to begin it with that nation, since it is one by one only that it can be extended to all. Where the circumstances of either party render it expedient to levy a revenue by way of impost on commerce, its freedom might be modified in that particular by mutual and equivalent measures, preserving it entire in all others."

* * * * * * *

"But should any nation, contrary to our wishes, suppose it may better find its advantages by continuing its system of prohibitions, duties, and regulations, it behooves us to protect our citizens, their commerce and navigation, by counter prohibitions, duties, and regulations, also. *Free commerce and navigation are not to be given in exchange for restrictions and vexations, nor are they likely to produce a relaxation of them.*"

* * * * * * *

"*The following principles, being founded in reciprocity, appear perfectly just, and to offer no cause of complaint to any nation*:

"When a nation imposes high duties on our productions, or prohibits them altogether, it may be proper for us to do the same by theirs, first burdening or excluding those productions which they bring here in competition with our own of the same kind; selecting next such manufactures as we take from them in greatest quantity, and which, at the same time, we could the soonest furnish to ourselves or obtain from other countries, imposing on them duties lighter at first, but heavier and heavier afterwards as other channels of supply open. Such duties, having the effect of indirect encouragement to domestic manufactures of the same kind, may induce the manufacturer to come himself into these States, where cheaper subsistence, equal laws, and the vent of his wares, free from duty, may insure him the highest profits from his skill and industry."

The state paper from which I have above quoted is a document of peculiar interest to the boards of trade and other commercial bodies throughout the United States which have recently displayed such an active interest in the subject of reciprocity, and it should be republished as a matter of public interest and value.

ARGENTINE REPUBLIC.

FOREIGN COMMERCE FOR THE FIRST HALF OF THE YEAR 1897.

The following facts relating to the foreign commerce of the Argentine Republic during the first six months of the present year are taken from the report published by the National Department of Statistics.

The total of the imports and exports, excepting metal products, amounted to $113,742,314 in gold, against $121,773,627 during the same period in 1896, or a decrease of $8,031,313, of which $2,068,868 are to be credited to imports and $5,968,445 to exports.

The imports reached the sum of $49,987,541, distributed in the following manner:

Dutiable articles	$43,045,658
Free articles	6,658,121
Specie	283,762

Compared with those for the first half of the year 1896, these figures show a decrease of $2,143,428 on dutiable articles, and of $5,387,390 in metals, while free articles have increased by $74,560.

The decrease affects principally articles of the vegetable kingdom to the amount of $1,334,339; wood and its manufactures, $591,412; tissues and textile fabrics, other than silk and cotton, $1,170,960; and liquors, wines, and alcohols, $355,830.

The growing decrease shown by the custom-house receipts of ordinary wines in barrels is particularly noticeable. The import value of this article, which during the first half of the year 1895 amounted to $3,280,000 in gold, has fallen successively to $2,820,000 for the corresponding period in 1896, and to $2,552,668 in 1897. This is caused in a great part by the extension given, during the last few years, to the cultivation of vineyards in the northwestern provinces of the Argentine Republic. The wines from San Juan, Mendoza, etc., better and more carefully made than in the past, are largely consumed as ordinary table wine, and begin to seriously compete with the French and Italian wines.

The articles showing an increase are:

Chemical and pharmaceutical products	$200, 938
Iron and its manufactures	1, 338, 300
Silk and woolen tissues	169, 921
Vermuth	109, 825

The increase shown in these last figures is to the advantage of the Italian imports of vermuth, which figure almost exclusively in the country's consumption of this article.

The following table gives the value of the imports from the different countries during the first six months of 1897 and 1896, respectively:

Country.	1897.	1896.	Increase.	Decrease.
Great Britain	$18, 947, 560	$20, 424, 178	.....	$1, 476, 618
France	5, 778, 087	5, 553, 070	$225, 017	.....
Germany	5, 728, 254	6, 358, 227	.....	629, 973
Italy	5, 342, 946	5, 400, 741	.....	57, 795
United States	4, 985, 746	4, 933, 336	52, 410	.....
Belgium	4, 186, 946	4, 116, 154	70, 792	.....
Brazil	1, 826, 803	2, 479, 301	.....	652, 498
Spain	1, 755, 175	1, 410, 244	344, 931	.....
Paraguay	578, 481	502, 184	76, 297	.....
Uruguay	295, 386	335, 163	.....	39, 777
Chile	96, 343	11, 443	84, 900	.....
Netherlands	52, 166	64, 189	.....	12, 023
Portugal	31, 229	43, 908	.....	12, 680
Antilles	28, 007	18, 111	9, 896	.....
Bolivia	23, 177	23, 677	.....	500

During the first half of the year 1897 the exports reached the sum of $65,218,829, as follows:

Dutiable articles	$39, 771, 228
Free articles	24, 267, 307
Specie	1, 180, 294

This data, compared with the results of the first half of the preceding year, show that the exports of dutiable articles have increased by $5,574,633; those of metal by $1,076,132; and the exports of free articles have decreased by $11,537,078. This decrease, affecting, as it does, almost entirely the agricultural products, is in consequence of the devastation wrought by the invasion of locusts, which overran and almost completely destroyed the last crop of cereals.

The buyers of Argentine products come in the following order:

Country.	1897.	1896.	Increase.	Decrease.
France	$14, 871, 335	$14, 932, 860	.....	$61, 525
Germany	9, 321, 283	8. 456, 197	$865, 086	.....
Great Britain	7, 651, 223	8, 146, 182	.....	494, 959
Belgium	6, 303, 584	7, 665, 597	.....	1, 363, 013
Brazil	5, 675, 423	4, 629, 751	1, 045, 672	.....
United States	5, 227, 765	3, 281, 279	1, 946, 486	.....
Italy	1, 928, 723	1, 882, 031	46, 692	.....
Chile	1, 127, 721	1, 354, 712	.....	226, 991
Uruguay	1, 103, 593	1, 656, 067	.....	552, 474
Spain	512, 285	457, 934	54, 351	.....
Bolivia	270, 491	265, 478	5, 013	.....
Antilles	187, 546	128, 253	59, 293	.....
Paraguay	73, 440	82, 634	.....	9, 194
Netherlands	33, 133	438, 528	.....	405, 395
Portugal	10, 142	14, 088	.....	3, 946

The value of the exports to the United States during the first half of the years 1897 and 1896 shows an increase of $1,946,486.

BRAZIL.

IMPROVEMENT OF THE PORT OF PERNAMBUCO.

The Government of the United States of Brazil has decided to call for proposals for the improvement of the port of Recife, in the State of Pernambuco, the third city in the country in commercial importance. Pernambuco possesses a natural port, the breakwater being formed by a line of reefs at a uniform distance from the land stretching along the northern coast. Notwithstanding this, it is deemed necessary to improve the natural conditions, in accordance with the general plan presented by the civil engineer, ALFREDO LISBOA, which the concessionary shall be required to follow, with modifications deemed necessary in the judgment of the Government during the execution of the work. The plan embraces the following works: Construction of a breakwater on the submerged reefs; increasing the height of the reefs; constructing definite quays, where vessels of large draft may be docked; dredging the entire port; placing buoys and piles for mooring vessels constructing warehouses adequate for receiving, storing, and preserving merchandise, which warehouses shall at the same time enjoy the advantages and privileges conceded to the customs

warehouses; building railways along the quays, connecting them with the warehouses, railways, and tramways already existing; erecting a complete set of hydraulic or electric cranes, and constructing docks or ways designed for the examination and repair of vessels.

The contractor shall submit the definite plans for the approval of the Government within six months, counted from the date of the approval of said contract by Congress, and the work shall be begun within twelve months and finished within five and ten years.

For the compensation and amortization of the capital invested in the improvements the contractor shall receive, up to the time when the work shall revert to the Government, four kinds of dues—anchorage, dockage, loading and unloading; also demurrage storage and other dues connected with the movement of cargoes.

When the net revenue shall exceed 12 per cent, these taxes shall suffer a general reduction.

Should the work be executed by foreign capital and enterprise, it shall be considered as a Brazilian corporation so far as it affects the present contract.

Proposals for the performance of the work must be presented in sealed envelopes, at the Legation of Brazil in Washington, not later than 3 o'clock p. m., February 28, 1898, and will be opened on a day and hour which will be hereafter advertised. Plans of the proposed works and general information relating thereto may be obtained, on application, at the Brazilian Legation, or at the Consulate-General of Brazil in the City of New York.

General João Thomaz da Cantuaria has been elevated to the post of Minister of War in the cabinet of President Moraes.

COLOMBIA.

AMERICAN MANUFACTURES.

Consul Bidlake, of Barranquilla, Colombia, in his annual report to the United States Government, makes some pertinent suggestions concerning American manufactures in that Republic. One of the principal complaints of the merchants is that Ameri-

can goods are not as well packed as European; also that the necessity of transacting business through commission firms, instead of direct dealing with the manufacturers, entails a repacking of the merchandise, and a consequent increase in the weight of the package. Duty is collected at Colombian ports on the gross weight of the package or case, according to its class; therefore there should be no unnecessary weight in packing or covering.

American tools of all kinds are preferred to European, being better finished, lighter, and more convenient; but they are also more expensive. German manufacturers make an exact pattern of the Collins machete, which is the standard in South America, and accompany it with a "just as good" guarantee and an offer to replace it if it breaks.

All furniture is imported, the United States furnishing the cheap grades of common yellow chairs with cane seats. Apparatus for electric lighting is rated at a higher price than is obtained for the European article, notably, incandescent lamps, which command 18 cents each, while ordinary lamps from Italy are sold at 10.6 cents. American wire is sold at from 10 to 15 per cent advance on that of Germany. Shoes for women and children are all imported, being principally of the French style, but men's are manufactured in the country, the uppers only being imported.

TRADE WITH THE UNITED STATES.

In commenting upon the article headed "Trade Relations in America," by JOSEPH P. SMITH, published in the November BULLETIN and supplementing the Director's efforts to extend the trade of the United States with the countries of the northern coast of South America, the *Estrella de Panama*, in a recent editorial, says in substance:

It is well known that Colombia is a country rich in minerals, and that it can produce on a large scale coffee, cocoa, tobacco, fibers, and other agricultural products, which are generally sold in the United States at lucrative prices. The share that the United States has in the commerce of Colombia is not what it should be, nor what that country might easily obtain. In the last few years France has ranked first in that commerce, owing perhaps in a great measure to the enormous expenditure of French capital in

constructing the Panama Canal. The second place is held by England, and the third by the United States. Nearly one-half of England's exports to Colombia consist of cotton goods, and articles of this kind are manufactured in the United States in perfection. With adequate efforts the greater part of our imports could be brought from the United States, which would receive in return from Colombia the products demanded in her markets. Nevertheless, recent data show a remarkable increase in the commerce between the two countries.

The exports of the United States to Colombia during the year 1894 amounted to $2,784,634, and increased in 1896 to $3,382,588. The imports of Colombian products increased from $1,338,283 in 1894 to $4,843,256 in 1896. The increase consisted mainly in coffee, hides, and skins, and it may reasonably be attributed to the change in the American tariff. This fact is significant as showing the importance of reciprocal concessions in the commerce between Latin-America and the United States.

The chief obstacle now in the way of the commerce between the two countries seems to be the high prices of certain articles made in the United States as compared to similar ones of European manufacture, and the comparative cheapness of transportation to and from European ports, notwithstanding the distance to some ports of the Old World is three times that to the United States.

These obstacles, however, are only temporary, as the capacity of that great Republic for competition with the European manufacturers is evidenced in the fact that the United States manufactures are actually in competition with those of Europe in European markets. The most important problem is that of rapid and cheap transportation in conjunction with favorable tariff conditions.

COSTA RICA.

Gen. J. S. CASEMENT, who has recently obtained a concession from the Costa Rican government for the construction of the Pacific Railway, traversing the Republic and uniting the Atlantic and Pacific shores, has just returned from Costa Rica, and gives to the public some very interesting information relative to the political and commercial conditions existing in that country.

General CASEMENT reflects the desire of President IGLESIAS for improving the commercial relations existing between the United States and his country. Already the predominant trade of Costa Rica is with the United States, two-fifths of which is with New Orleans, and there is no reason why, with proper effort, four-fifths of the Costa Rican trade may not be done with the United States. The Costa Ricans are in need of machinery, and the opportunity is offered to manufacturers of the United States to seize this business.

President IGLESIAS is projecting extended internal improvements; railroads are being built, and the development of the navigation of the rivers which reach into the interior is receiving his earnest attention. To this end foreign capital is being invited for the exploitation of the great natural resources of the country. Nearly all the topical products may be raised, the mineral resources are varied, and the climate is excellent.

GUATEMALA.

BANKING ARRANGEMENTS.

The four leading banks of Guatemala, acting in concert with the Government, have concluded an arrangement with the Deutsche Bank, of Germany, for a loan of 6,000,000 marks ($1,500,000) for a period of twelve months. The object of this financial project is the guaranty of the payment of the notes issued by the banks interested.

As soon as the Government has given formal authority, the Deutsche Bank will buy silver bullion to the amount of $500,000 which will be sent to Guatemala. This action on the part of the German bank is only an extension of its present large financial arrangements with the Guatemalan government, the interest on the coffee loan being already remitted through it. The four banks concerned in the transaction are: The Agricola Hipotecario, Internacional, Banco de Guatemala, and the Occidente.

Señor Don JUAN DE PADILLA has been appointed Director-General of Statistics in the Republic of Guatemala.

HAITI.

NEW CABINET.

The Haitian cabinet, as reorganized and now constituted, is as follows:

Minister of the Interior, M. AUGUSTE TANCRÈDE.

Minister of Commerce and Finance, M. PLEASANCE.

Minister of Exterior Relations and Worship, M. BRUTUS ST. VICTOR.

Minister of War and Marine, M. GUILLAUME VELBRUN.

Minister of Public Works and Agriculture, M. CINCINNATUS LECONTE.

Minister of Justice and Public Instruction, M. ANTOINE CARMELEAU.

The gentlemen composing the cabinet have held various positions of official dignity in the past, and their selection has been received with unanimous approval by the public.

PROPOSED CHANGES IN FINANCES.

Hon. WILLIAM F. POWELL, Minister to Haiti from the United States, reports that the Chamber of Deputies has under consideration a proposition to consolidate the several debts of the Republic into one national bonded debt. To this end it is proposed to secure a loan of $6,000,000 in the United States, bearing 6 per cent interest per annum, and with this amount take up the outstanding debts of the conntry, the total of which is $26,875,784 (Haitian currency), destroy the paper money in use, and substitute a gold currency based on the United States dollar as the unit of values.

The proposed loan is to be secured by a portion of the export duty on the coffee crop, estimated at about $2,000,000 annually; in addition, the necessary part of the import duties will be applied. The money thus raised will be set apart as a sinking fund for the service of the debt and its redemption. It is also proposed, if the loan is effected, to have all the fractional silver currency

reminted in the United States on the basis of the currency of that country.

Minister POWELL views this proposed financial arrangement as one which will lead to closer relations with the United States, and the consequent diminution of the French and German influence which is at present dominant in the island.

MEXICO.

CULTIVATION OF INDIA-RUBBER.

Numerous inquiries have been received by the Bureau recently concerning india-rubber and other tropical productions in Mexico. In answer to these questions, the following information, the result of the investigations of Mr. GEORGE D. COLEMAN, in the interest of *The Two Republics*, is published.

Brazil has hitherto been the great rubber producer, her exports reaching an annual output of $100,000,000. There are, however, lands in Mexico and Central America equally adapted to its cultivation, having in addition a salubrious climate. Formerly dependence for a rubber yield was placed in the product of the wild trees, but with the increase in the uses for india-rubber and the consequent rise in price, capital is being invested in this industry, and its profitable cultivation is being largely engaged in.

Rubber trees do not flourish at an elevation exceeding 500 feet above sea level, and low land, moist, but not swampy, is the best. A short time ago land suitable for rubber planting could be purchased for 25 cents an acre in large tracts, but with the growth of the industry, it has advanced in price, and now from $2 to $5, Mexican currency, is the amount usually obtained. It should, however, be borne in mind that rubber lands can be used for the production of other crops, such as corn, beans, etc., until the trees grow large enough to shade the land, and that these crops can be sold at sufficient profit to cover the first expenses of the rubber plantation.

The greatest expense after the purchase of the land is the clearing and preparing it. The clearing may be made a profitable undertaking if transportation facilities are good, for the dyewoods,

sandalwood, satinwood, ebony, mahogany, etc., if shipped command such prices as to more than compensate for the requisite outlay. The land should be chosen along the banks of streams where the soil is rich, deep, and loamy, a sure indication of good rubber land being the presence of wild rubber trees. These, in clearing, should be left standing, also the young seedlings, for transplanting at proper distance. The best time for planting the young trees is during the rainy season, and they should be placed in rows, fifteen feet apart, alternating the trees so that they shall not come opposite each other in the succeeding rows. Such a distribution would allow about 193 trees to the acre, which is the greatest number permissible of good results. Once in the ground, the tree needs no attention or cultivation beyond keeping down the undergrowth, and for this purpose a side crop of corn or beans is the best agent. The rubber tree propagates itself from the seeds or nuts which drop from the tree in the months of May and June. These nuts can be sown in beds or nurseries and an abundance of plants raised, or the wild seedlings can be taken from the woods and transplanted.

By the sixth or seventh year the grove will be in bearing, and the seventh year and thereafter should yield from three to five pounds of rubber per tree. Giving 600 pounds as the yield of 193 trees, and 50 cents per pound as the profit realized over expenses, we have a profit of $300, gold, per acre. Of the several varieties of rubber trees which give the rubber of commerce, the best and most important is known as "*castillo a elastica.*" Wild trees abound in the forests of the States of Vera Cruz, Oaxaca, Chiapas, Tabasco, and Campeche.

GINGER.

Included in the tropical productions of Mexico is ginger. This plant has been regarded as a native of tropical Asia and Africa, where it has been cultivated from an early period. It is, however, found growing wild in the States of Puebla, Guerrero, and Chiapas, and is believed to have been introduced by Francisco de Mendoza about the middle of the sixteenth century.

In addition to its uses as a comestible, the ginger plant is found to be invaluable as a medicinal agent for the cure of chills, fevers,

and other ailments in the districts where it is grown. This plant requires for its production a rich soil, and will not grow in sand, clay, or in land where the water stands in the earth, as this destroys the roots. It also requires an abundant rainfall, and the temperature must not be below 40° Fahrenheit.

The best time for planting in Mexico or Central America is March or April, the cuttings being set in the ground at a distance of 12 to 18 inches apart. The general points of its cultivation are very similar to that of the potato. The plant blooms in September or October, and by January is ready for harvesting, which is the simplest process possible, consisting in merely taking the tubers out of the ground; the curing process is also simple and inexpensive.

From an official report on the subject it is learned that under favorable conditions the product of one acre should be 4,000 pounds or more; the cost of cultivation from 1½ to 2 cents per pound; the freight from the point where it is grown to Vera Cruz does not exceed $1 per 100 pounds, including the cost of sacks. The price in New York varies from 12 to 20 cents per pound. These facts demonstrate the enormous profits to be derived from this business.

CULTIVATION OF TOBACCO.

Experts in the culture and manufacture of tobacco regard the present as the most fitting time to make known the valuable qualities of Mexican tobacco for wrappers in competition with the Cuban article, which has dominated the market in the past. In consequence of the agricultural depression growing out of the insurrection in Cuba, large areas of tobacco lands on that island have become nonproductive and planters have transferred their interests in a great degree to southern Mexico. These Cubans are very enthusiastic in regard to the richness of the soil, abundance of water, climate, etc. They also state, as do many travelers, that the fine tobacco lands of Cuba are worn out; that the high cost of fertilizers required to prepare the soil and bring it to the perfect condition for planting would make it impossible to gain back buyers, even were the war to end now, as the Mexican product is becoming better known every day and can be sold with a large profit over the cost of production in Cuba.

The State of Oaxaca, in particular, possesses favorable conditions for the production of a variety of this plant, which, on account of light weight, fine texture, and color, as well as its aromatic qualities, render it invaluable as cigar wrappers, which now command such high prices in the markets of the world. It is stated with confidence that fancy wrappers, that sell for $4 gold per pound, can be grown in these favored sections, particularly in the higher lands adjoining Ozumacin, situated between two large bodies of water, and having a soil of from 80 to 85 per cent sand, 5 to 6 per cent decayed vegetation, and the balance white clay. The last crop of tobacco from Ozumacin and el Valle Nacional averaged three to four arrobas (75 to 100 pounds) to the 1,000 plants, and sold for from 80 cents to $1 per pound. The cost for nurseries, planting, cropping, curing, etc., including interest on the money, is figured at less than 15 cents per pound, thus making a very satisfactory profit. This year, owing to more favorable weather conditions, the quality of the production is much finer, and as there was no necessity for replanting, the cost of preparing for the market is estimated at about 12 cents per pound. When the plants were very small the buyers paid 80 cents per pound, but the planters consider $1.20 a reasonable price to be paid for tobacco, without selection, that will be ready for shipment toward the end of February or the first part of March.

Cigars made from these fine tobaccos have been known and appreciated in foreign markets for a long time. The prejudice in favor of Cuban leaf for wrappers has, however, been so great that tobacco in the leaf, to meet with a ready sale, had formerly to be packed in bales similarly arranged as those sent from Cuba. The custom of shipping in bales in imitation of those from Havana is now, fortunately, on the decrease, and, with the fame and good name of Mexican "wrapper tobacco" on the increase it is hoped that the coming crop will all be sent out by exporters as pure Mexican, and nothing else. The Mexican wrappings of "petate" have also the advantage of security over the Havana style of "manta" bales. The railroad facilities for transporting the product of these districts are excellent, and with the completion of the Playa Vicente & Ozumacin Railroad, quick transit will be made (within twelve hours) to Tlacotalpan, a port of the Gulf of Mexico, about 25 miles inland, having thirty feet of water up to its wharves.

In the State of Chiapas a very fine grade of wrapper tobacco was produced last year at much the same proportionate rate of cost and profit as that stated for Oaxaca. The crop for the San Andres Tuxtla district for the present season is estimated at 300,000 arrobas. While this tobacco does not rank so high as that of Ozumacin and the Valle Nacional in the State of Oaxaca, its quality is, however, excellent.

It has been calculated that on an estate of 75 acres, having a planting capacity of 1,000,000 tobacco plants, the net result for one crop would be about $62,500. An allowance of $12,500 being made for expenses, on the basis of $3 per arroba, or 12 cents per pound, there still remains a profit of $50,000 on the tobacco crop alone, while there are numbers of secondary products, such as corn, beans, etc., which materially add to the profitable culture of tobacco lands.

THE TANNING INDUSTRY—OPPORTUNITY FOR INVESTMENT.

Among the many inviting opportunities for the investment of capital in new enterprises in Mexico, is that of establishing a tannery near the City of Mexico in connection with a factory for converting the tanned hides into leather for belting, manufacture of boots and shoes, etc.

The forests of Mexico, on the elevated plateaus, abound in oak and other barks suitable for tanning purposes. The cultivation of canaigre, a plant containing a large per cent of tannic acid, and particularly suited to the tanning of leather of fine grades, has been for several years receiving much attention, and already considerable quantities of the material are exported to the United States and European countries. Cascalote (*Rhus carriaria*), a tree which grows abundantly in the western tier of States, from Oaxaca to Sonora, yields a bark which is exported in large quantities to be used in tanneries. In 1895 the production of this article amounted to 2,176,810 kilograms, valued at $243,070. Besides those named, in the same year the production of other barks useful in tanning reached the figure of 15,000,000 kilos, valued at $457,167.

Cattle raising is the leading pastoral industry of Mexico, large herds are annually exported to the United States on the

hoof, in addition to those required for home consumption. In the abattoirs of the City of Mexico alone, the slaughter of beeves in 1895 is officially stated to have been 85,870 head. These hides are all shipped abroad, and returned to Mexico as tanned hides or in the form of manufactured goods. With the large demand for manufactured leather in its varied forms offered by the home market, and with all the material at hand required for this manufacture, there is no reason why the tanning of hides and their conversion into the marketable article should not be conducted on a large scale and at great profit.

PARAGUAY.

TRADE FOR THE YEAR 1896.

The following information relating to the trade conditions existing in Paraguay is from a recent official report:

INCREASE OF TRADE.

It may be confidently said that on the whole the trade and commerce of Paraguay is slowly but surely improving. The steady increase during the last few years of the customs revenue, the erection of new buildings for private residence as well as for business purposes, the establishment of new shops, and the increasing demand for luxuries, such as good furniture, fine clothes, and foreign comestibles, are the visible signs of a growing prosperity.

Timber, hides, yerba, fruit, and early vegetables are in great demand in Buenos Ayres and Montevidéo, but the supply still falls short of the demand.

THE TOBACCO TRADE.

Tobacco was formerly the principal, if not the only crop cultivated by the Paraguayan agriculturist for export and home consumption, but owing to the high duty which was levied in the Argentine and to the low prices offered there and in Europe for the leaf he has been constrained during the last two years to plant little more than would suffice for his own use. Indeed, in some instances he gave up cultivating tobacco altogether, and betook himself to the verbales, or yerba forests, where he could earn fairly good wages. The government is now making special efforts to foster this industry and to find fresh markets.

DIFFICULTY OF OBTAINING LABORERS.

In any private undertaking necessitating the employment of many hands, the question of labor presents serious difficulties, and not until the country is more

thickly populated, or foreign in place of native laborers be obtainable, are they likely to disappear. But there are, besides, other obstacles to contend with, namely, difficulties of transportation and want of means of communication.

RAILWAY.

The only railway in a country the area of which, exclusive of the Chaco, is computed at 65,160 square miles, is a single line 155 miles in length, running from Asunción to Pirapó, and known as the Paraguay Central Railway. There are no branch lines.

YERBA-MATÉ.

Yerba-maté, or Paraguayan tea, is the most valuable article of export. There are two classes sold, but it is only in the manner of preparation that they differ. The kind known as "mboroviré" is merely dried over a furnace, and then beaten into small pieces with sticks. The "molida" goes through the same process, but it is afterwards ground in a mill. The export duty on the former was increased in 1895 from 30 cents paper to 10 cents gold, and on the latter from 25 cents paper to 9 cents gold, per 10 kilos. The revenue derived from this source in 1895 amounted to $471,668, Paraguayan currency ($82,000 gold). The yerba forests, called "yerbales," were formerly the property of the State, but most of them have been sold and are now in the hands of a few capitalists and companies. The Industrial Paraguay Company, which owns about half of the yerbales known to exist in the country, exports annually about 400,000 arrobas (4,512 tons). The total quantity of yerba exported during the past year is estimated at about 9,024 tons, and the average price per arroba (25 pounds) was $11.50 paper ($1.85 gold).

TIMBER.

In the absence of statistics or returns of any sort it is difficult to form a correct estimate of the quantity of wood exported during the past year, but it is said to have been considerably larger than the quantity exported in 1895, in the harder woods especially.

CURUPAY.

The following are the principal woods, their prices, and the uses for which they are best adapted:

Curupay is of a reddish color, extremely hard and strong, lasts many years underground, or in water, and is chiefly used for railway sleepers, and piles for bridges or docks. The bark is used for tanning. The specific gravity is 1.172 to 0.917, and the price 45 cents, gold, per vara (34 inches, 10 by 10).

QUEBRACHO-COLORADO.

Quebracho-colorado is one of the hardest and most durable of Paraguayan woods, and it is said will last as long under ground and under water as above ground. It is well adapted for piles, sleepers, and bridges. It is also used

for tanning. It is found chiefly in the Chaco, but some is also to be met with in the north of the country. Specific gravity, 1.392 to 1.232; price, in Asunción, about $25 per ton ($4 gold).

URUNDAY-MÍ.

Urunday-mí differs little from quebracho in strength and durability, but is not so plentiful. The price is the same; specific gravity, 1.091 to 0.920.

PETEREVI.

Peterevi is a valuable wood for furniture, cabinetmaking, etc. In veining and color it is not unlike American walnut. It takes a high polish, and is durable and comparatively light. It is also said to be suitable for masts and yards. Specific gravity, 0.810 to 6.19. Price in Asunción, 55 cents, gold, per vara.

LAPACHO.

Lapacho is of a greenish-yellow color and of great strength. Above ground it will keep sound for many years, and it does not readily crack. Much of this wood is sent to Buenos Ayres for railway and shipbuilding purposes. It is used locally in the manufacture of wheel spokes, boats, and barges. The "lapacho crespo" is a curled variety, and makes handsome, though heavy, furniture. Specific gravity, 1.072 to 0.952. The price is about 40 cents, gold, per vara.

YBIRA-RÓ.

Ybira-ró and ybira-pita are used principally in the manufacture of furniture and cart wheels. The former is a superior wood to the latter, but it is not so plentiful. Specific gravity 1.038 to 0.744; price, in Asuncion, $2 (33 cents gold) per vara.

BLACK AND RED PALMS.

Black and red palms are extremely hard woods, and, it is alleged, will sometimes turn the edge of the best steel ax. The black palm makes a fine veneer and takes a high polish. In water and under ground these woods last for many years. They are found in the Chaco, and in the north of Paraguay proper. Prices, in Asuncion, about $2 each (33 cents gold).

CEDAR AND TIMBO.

Among the lighter woods may be mentioned the various kinds of cedars, known in the timber trade as female mahogany and timbo. The former are extensively used in this country in the manufacture of furniture, doors, window shutters, boxes, etc. They are comparatively cheap and easy to work. The trees are found in the south and southwest, but a superior kind grows on the Alata parana, and in the Paraguayan Misiones. Timbo is a light wood, not unlike cedar in grain, and sometimes grows to a great height and size. The Indians make their canoes and troughs for water, etc., of this wood. Little is exported. Specific gravity 0.440 to 0.328.

OTHER WOODS.

The best and most extensively used woods of Paraguay only are given in the foregoing list, but there are a great many others besides, among which may be mentioned tatané (dyewood), palo santo (lignum-vitæ), palo de lanzo (lance-wood), black laurel, palo de rosa (rosewood), incionso (incense tree), and varieties of the citrus.

The amount of timber carried over the railway during the past year is given at 30,000 tons.

TOMATOES.

The tomato grows well in Paraguay, but it is not so large nor of such deep color as that produced in Europe. In the early spring in Buenos Ayres it is in great demand, and can always be sold at a remunerative price. Some 3,000 baskets were sent down the river during the past year.

BANANAS.

Although bananas thrive well and are of excellent quality, they are nowhere cultivated on what can be called a large scale. The quantity shipped to Buenos Ayres would amount to perhaps 10,000 bunches.

GRAY CLOTH.

Gray cloth, or, as it is called here, "lienzo," is perhaps the most important class of piece goods imported, and it is said to be supplied almost exclusively by English firms. It is extensively used in this country, especially by women and children of the poorer class, being made up into skirts and shawls, which are worn summer and winter. The coarser kinds are used for awnings, screens, etc. Some of this cloth comes from Germany.

CALICO.

Another important article of import is calico, known here by the name of "bramante," some of which comes from Germany, though the greater part is of British manufacture. It is much used by women for chemises and shawls.

SHAWLS.

Black shawls of wool or a mixture of wool and cotton, locally known as "rebozos," are worn by nearly all the women. They are chiefly of German and Belgian make, being preferred to those manufactured in England, because they are cheaper and the fringe deeper and more elaborate.

COTTON PRINTS.

Cheap prints and muslins are supplied for the most part from England. Annual sales average about 100,000 pieces of 24 to 35 meters. Those supplied from Germany are said to be superior, and are consequently slightly higher priced.

DRILLS, SHIRTINGS, ETC.

The various kinds of drills and cotton stuffs for men's suits are all of German and Italian make. Most of the shirtings, imitation Oxford and other kinds, are German.

SEWING COTTON.

About 3,000 cases of sewing cotton of reels of British manufacture are imported annually. Belgium, however, shares to a small extent in this import.

GRAY HESSIAN.

Gray hessian, called here "arpillera," is all of Dundee make and of 10 to 18 ounce quality. Yearly sales average about 500,000 yards. This cloth is used chiefly for packing yerba and tobacco.

HARDWARE, CHINA, GLASS, CUTLERY, ETC.

The greater portion of hardware goods are made in Germany, being preferred on account of their cheapness to those of British manufacture. Enameled goods, glass, and chinaware come chiefly from Austria, and are said to be of equal quality with those manufactured in Great Britain, but less expensive. Carpenters' tools, table knives, forks, and spoons, iron cooking pots, and kitchen utensils generally, come principally from Germany and France, and are all of the commonest and cheapest quality. A fairly good trade is done here in sheath knives and daggers, for every Paraguayan, almost without exception, carries one of these weapons in his belt. Hitherto the supply has come from Germany, but lately a few cases of knives of a superior quality have been imported direct from England and have found a ready sale. They are sold at from $3.50 to about $10 each.

IRON WIRE.

The black wire sold here for fencing purposes is of British manufacture. Nos. 7, 8, and 9 are preferred. About 6,000 rolls of 450 yards each are imported annually.

AGRICULTURAL IMPLEMENTS.

The sale of agricultural implements is not at present a large one. The ax, machete, and hoe are the tools most in demand, being often the only ones used in this country to prepare the ground for sowing. After the machete has done its work, the ax is used to cut down the large trees, and finally the hoe to break up the soil. The few plows that are occasionally to be seen in use are, most of them, made in the country and have wooden shares. Most of the axes and picks to be seen in the shops are manufactured in the United States; as also are many of the spades, shovels, and hoes, a few only coming from England and Germany. There is at present very little demand for machinery of any kind.

SUGAR.

In spite of the fact that sugar cane grows luxuriantly, no sugar is manufactured. All the sugar consumed in the country is imported from Buenos Ayres, and is of French manufacture. About 8,000 barrels of 115 kilos each are imported annually.

RICE.

Three thousand bags of Rangoon, called here Bremen rice, and 1,000 bags of Italian, known as "Piemonte," it is estimated, are imported yearly. Only a small quantity of rice is grown in the country. It is inferior to the imported rice and costs from $6.50 to $7, Paraguayan money, the arroba (25 pounds).

CANDLES.

Most of the stearin candles imported are supplied by Amsterdam firms. Tallow and wax candles are made in the country.

KEROSENE OIL.

Kerosene oil is imported from the United States—about 10,000 boxes annually.

BEER, WINES, AND SPIRITS.

A certain quantity of beer manufactured in Germany, Montevideo, and Buenos Ayres is imported in bottles, but most of the beer consumed is of local make. On account of their lightness and suitability to the climate, these beers are preferred to those manufactured in England. Wines in the cask and in bottles are imported from France, Italy, and Spain; wine is manufactured in the country. The consumption of foreign spirits is not large.

PRINCIPAL CROPS.

The principal crops raised are maize, manioc, sugar cane, tobacco, alfalfa (lucerne), and beans. Maize and manioc form the staple food of the peasant class and poorer townspeople. It is found very difficult to keep the former any length of time, as no sooner is it stored than it is attacked by the weevil. The price of maize varies between 50 cents (8 cents gold) and $2 (33 cents gold) per arroba (25 pounds). Manioc, called mandioca in Spanish, is still the substitute for bread with a great number of the peasant population. In the towns flour mills and bakeries have been set up and bread has largely taken the place of manioc.

WHEAT.

Wheat is imported from Argentina. Many attemps have been made to grow this cereal in Paraguay, but hitherto without success.

SUGAR CANE.

Sugar cane grows well, and there are numerous plantations scattered over the country; but as yet little advantage has been derived from its cultivation. No

sugar is produced. A company has lately been formed for the purpose of completing the construction and of working a sugar factory at Ibitimi, on the railway, the owner of which became bankrupt before the buildings and works could be finished. The required capital, however, has not yet been subscribed. Almost the sole use to which the Paraguayans put their sugar cane is for distillation, out of which they manufacture caña, or rum. Crushing mills, made of wood, and small distilleries abound all over the country.

ALFALFA.

Alfalfa (lucern) gives from four to five crops in the year, and sells at from 30 cents to about $1.30 per arroba. The weeds are said to interfere considerably with the cultivatiou of this plant.

COFFEE.

Coffee is still in the experimental stage of cultivation, but numerous plantations are now being made in different parts of the country, and especially in the Government settlements. The largest plantation is to be found in the Department of Emboscada, near the colony of San Bernardino, a German settlement, situated on the northern shore of Ipacary Lagoon, which lies close to the railway station of Patiño-cué, and distant from Asuncion about 36 kilometers. There are in this plantation already some 200,000 trees bearing fruit, which is declared by some to be superior to the Brazilian berry. The results so far are considered satisfactory and encouraging, but whether the venture will ultimately prove a profitable one it is not at present possible to say. The Government assists the coffee planters by granting them facilities for acquiring seed and by offering a reward of 30 cents for every plant transplanted and in good condition at the time of application. A loan of 30 cents for each plant may also be obtained, and, if granted, is payable in two yearly installments of 15 cents per plant.

COTTON.

The cotton tree is also cultivated here and there in small quantities. The quality is excellent. Were laborers reliable and procurable in sufficient numbers, there is no reason why cotton should not be cultivated on a larger scale than it is at present. The Agricultural Bank (Banco Agricola) is prepared to buy cotton with the seed at $4 (at present equivalent to 62 cents gold) per arroba, and cleaned at $12, or $1.80 gold, per arroba (25 pounds).

OTHER TEXTILE PLANTS.

There are several kinds of textile plants to be found in the country, among which may be mentioned caraguata, which is a species of wild pineapple and grows in profusion in many parts. Ramie has been grown successfully in various parts, and it was found that four or five gatherings could be made in the course of a year; but the plantations had to be abandoned, owing to the want of decorticating machinery.

COCOA-PALM OIL.

The cocoa palm abounds in all parts of the country. The oil produced from the kernel is said to be of excellent quality, and is used here chiefly in the manufacture of soap. Samples of this oil have been sent to Europe by the Agricultural Bank in Asuncion, and orders have been received from England and Italy for large quantities—far larger than it is in the power of the bank to supply at present. The price paid by the bank for the kernel is $2.70 per 25 pounds.

NEED OF COCOANUT-CRUSHING MACHINES.

It would be right, perhaps, to mention here that for the proper development of the cocoa oil business in this country, good hand machines for cracking the nuts are required. The few already in use are put together in Asunción, and do not give good results. The machine should be constructed to crack the shell without damaging the kernel, and should turn out about 50 pounds of nuts per hour. The shells should be broken just sufficiently to enable a man to extract the kernel afterwards with his hands, and at least 90 per cent of the kernels should issue whole from the machine. The machine ought to be as simple as possible in construction and made of strong material. The price ought not to exceed £10. As the nut is not of a uniform size, a kind of sifter should be inserted which would convey the large and small nuts to crackers of corresponding size. A certain number of machines of this description would be certain to find a ready sale.

CATTLE BREEDING.

Cattle breeding is a better paying business than most others at present carried on in Paraguay; it is, at least, said to be one of the safest. The yearly increase on the entire herd on an estancia may be reckoned at from 25 to 35 per cent, but the latter figure would probably only be reached on estancias where the animals receive proper care and where the pasture is above the average.

Epizootic diseases among cattle are of rare occurrence, though there are other dangers to which they are frequently exposed, and to which they often fall victims. These are fly and snake bites, maggots, droughts, and, occasionally, jaguars.

PRICE OF LAND.

The best camps are to be found in the departments of Villa Concepcion, San Pedro, San Estanislaus, Ajos, Misiones, Neembucu, Caacupú, and Caazapá. A square league of land (5,760 acres) can be purchased for £45 and upward, the price varying according to the class of land, situation, and the kind of grass which it produces. Some land, belonging to the Anglo-Paraguayan Company, Limited, who own some 3,460 square miles of land in the Republic, was recently sold for as much as £500 a league, but this is an exceptional price to pay, and any quantity of land, perhaps equally as good, can be bought for considerably less than half that sum.

When buying land in Paraguay great caution must be exercised, as the titles may be, and very often are, defective. Before signing a contract, therefore, the opinion of a respectable lawyer should be taken as to the validity of the vendor's title.

INDUSTRIES.

With the exception of the yerba, timber, tobacco, and fruit-growing industries, there are but few of much importance carried on in this country. There are several breweries, tanneries, match factories, and flour mills established in and near Asunción. There is also a soap factory near the town, and soap of a fairly good quality is manufactured from the oil of the palm nut. Bricks and tiles, earthenware jars and bottles, brooms, and palm-leaf hats, ice, preserves of fruit, soda water, cigars and cigarettes, and candles are also manufactured in the capital and various other parts of the country. Distilleries for the production of caña—a very pure kind of rum—exist, as I have already observed, all over the country. A peculiar and pretty kind of lace is made by the women; also tablecloths, napkins, counterpanes, shirts, and excellent hammocks of coarse native-grown cotton. Tallow and wax candles are also made by the native women.

SHIPPING.

There are two lines of passenger steamers plying between the port of Asunción and River Plate, each of which runs one steamer weekly. There is also a fortnightly service of the Brazilian Lloyd's boats (cargo only) between Montevideo and Corumba, calling at Buenos Ayres and Asunción.

PERU.

THE GOLD DISTRICT OF CARABAYA.

A report on the gold district of Carabaya, in Peru, prepared by Mr. E. J. PREW, a civil engineer who personally inspected the mines, has recently been forwarded to the Department of State by Minister DUDLEY, at Lima, and is indorsed by him as being one of the most authentic and reliable descriptions of that region.

It is the opinion of Mr. PREW that, comparatively speaking, the country has not been opened up at all, veins and deposits of great richness existing everywhere. As the country is covered with a thick forest growth it does not lend itself easily to prospecting. The mines generally are discovered from the deposits washed down by rivers and streams, which, traced to their source, lead to the discovery of the original mine. The most important mine at present being worked is the Santo Domingo, which was recently

purchased by an American company for $285,000, gold, cash. This company has on the way to the mines a twenty-head stamp mill, with accessories, for crushing and amalgamating the ore. The vein of the Santo Domingo varies from 1 foot 6 inches to 8 feet in width and carries gold in all parts, varying from 8 to 800 ounces per ton, and in some instances almost pure streaks of gold have been found. The workmen employed are mainly Indians, who are paid 40 cents per day, Bolivian money. Other rich mines in this district are the San Juan, Raquel, and the Maria, whose yield for the last eighteen months, taken in conjunction with that of the Santo Domingo, has aggregated 2,500 pounds of the precious metal.

Purchasers of gold mines are allowed three months, after denouncement is made, in which to look up the title; an additional ninety days is usually permitted, at the expiration of which time, if possession is not taken, the property is regarded as free for denouncement by other parties. From the time of the establishment of a clear title, the Peruvian Government receives annually 15 soles per pertenencia (100 meters).

The great drawback to the successful exploitation of this region lies in the lack of means of communication. Goods are transported on the backs of Indian carriers, and travelers make their journeys for the most part on mules. In crossing rivers too deep to ford, and where no rafts exist, an iron cable is flung across, to which the traveler is suspended in a light car or basket, and then by a system of pulleys or small reels drawn to the other shore. For the transportation of machinery the cost is excessive, from the nearest railway station on the Juliaca-Sicuani branch the charge being $250 per ton.

RAILWAY CONSTRUCTION.

In the MONTHLY BULLETIN of December, 1895, the main points of the concession granted to Mr. CUTHBERT B. JONES, and associates, citizens of the United States, were given. In fulfillment of their contract these gentlemen recently organized in the United States a corporation under the name of Pacific Company, and engineers are now in the field actively engaged in laying out the lines of the railway named in their concession. The main line

will have its initiative at the port of Cherrepe, extending eastward into the transandine province of Hualgayoc, a distance of about 230 kilometers. It will open up a region of vast wealth in coal, silver, and petroleum, and an agricultural district rich in possibilities of sugar-cane, rice, grains, coffee, cocoa, and tobacco culture. It is stated that as soon as this line is completed to the inexhaustible coal fields of Hualgayoc, a coal of a bituminous-anthracite quality, as rich as that found in Pennsylvania, will be sold at the seaport of Cherrepe at $2 per ton, in competition with English and other coals now selling at the same point at from $7 to $20 per ton. With this great difference in price it is believed that these mines will be enabled to supply the markets of the Pacific Coast from Chile to San Francisco, reaching also to the markets of Japan and China.

The ministry of Peru, as recently organized, is as follows:
Premier and Minister of Interior, Señor ROMAÑA.
Minister of Foreign Affairs, Señor RIVA-AGUERO.
Minister of Finance, Señor REY.
Minister of Public Works, Señor FLORES.
Minister of Justice, Señor LAVALLE Y PARDO.
Minister of War and Navy, Señor ROSA GIL.

UNITED STATES.

TRADE WITH LATIN-AMERICA.

MONTHLY STATEMENT OF IMPORTS AND EXPORTS.

Following is the latest monthly statement from figures compiled by the Bureau of Statistics, United States Treasury Department, WORTHINGTON C. FORD, Chief, showing the trade between the United States and the Latin-American countries in leading articles, with a comparative statement for the corresponding month of the preceding year. The report is for the month of October, corrected to December 4, 1897. It should be explained that the figures from the various custom-houses showing imports and exports for any one month are not received at the Treasury Department until about the 20th of the following month, and

some time is necessarily consumed in compilation and printing, so that the returns for October, for example, are not published until some time in December:

Imports and Exports, October, 1897.

IMPORTS OF MERCHANDISE BY THE UNITED STATES.

Articles and countries.	October.			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Chemicals:				
Logwood (*Palo campeche; Páu campeche; Campêche*) (tons)—				
Mexico	.....	.....	20	$250
Coal, bituminous (*Carbón bituminoso; Carvão betuminoso; Charbon de terre bitumineux*) (tons):				
Mexico	8,136	$18,147	7,986	14,509
Cocoa (*Cacao; Coco ou Cacão crú; Cacao*) (pounds):				
Central America	.....	.....	.....	.....
Brazil	462,872	36,269	44,047	4,464
Other South America	1,439,076	132,170	780,715	52,764
Coffee (*Café; Café; Café*) (pounds):				
Central America	207,768	34,971	300,965	44,935
Mexico	341,717	46,339	1,208,400	147,234
Brazil	43,225,973	4,151,463	57,594,505	4,246,517
Other South America	6,803,457	1,001,601	6,802,086	784,209
Cotton, unmanufactured (*Algodón en rama; Algodão em rama; Coton, non manufacturé*) (pounds):				
South America	17,394	2,248	58,840	5,049
Fibers:				
Sisal grass (*Henequén; Henequen; Hennequen*) (tons)—				
Mexico	2,304	148,224	6,363	420,736
Fruits:				
Bananas (*Plátanos; Bananas; Bananes*)—				
Central America	.....	95,049	.....	98,657
Cuba	.....	1,195	.....	.....
South America	.....	41,730	.....	25,115
Hawaiian Islands	.....	4,668	.....	3,238
Oranges (*Naranjas; Laranjas; Oranges*)—				
Mexico	.....	45,786	.....	25,234
Cuba	.....	154	.....	110
Furskins (*Pieles finas; Pelles; Fourrures*) (pounds):				
South America	.....	1,505	.....	4,009

Imports and Exports, October, 1897—Continued.

IMPORTS OF MERCHANDISE BY THE UNITED STATES—Continued.

Articles and countries.	October.			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Hides and skins (*Cueros y pieles; Couros e pelles; Cuirs et peaux*) (pounds):				
Central America	146,846	$18,295	93,190	$9,057
Mexico	792,160	88,992	1,048,756	126,711
South America	2,340,518	317,947	2,967,413	493,681
India rubber, crude (*Goma elástica cruda; Borracha crúa; Caoutchouc, brut*) (pounds):				
Central America	63,945	32,080	39,770	15,999
Mexico	7,573	2,512	4,313	1,335
Brazil	2,207,098	1,197,593	1,458,182	817,375
Other South America	95,146	27,731	210,459	85,807
Lead, in pigs, bars, etc. (*Plomo en galápagos, barras, etc.; Chumbo em linguados, barras, etc.; Plombs, en saumons, en barres, etc.*) (pounds):				
Mexico	12,167,836	123,800	10,377,605	114,467
Sugar, not above No. 16 Dutch standard (*Azúcar, no superior al No. 16 de la escala holandesa; Assucar não superior ao No. 16 de padrão hollandez; Sucre, pas au-dessus du type hollandais No. 16*) (pounds):				
Mexico	7,497	196	14,343	391
Cuba	2,846,596	47,439	.....	.....
Brazil	.....	.....	.....	.....
Other South America	9,774,173	195,219	7,048,462	141,141
Hawaiian Islands	18,504,923	574,386	26,426,128	843,599
Tobacco, leaf (*Tabaco en rama; Tabaco em folha; Tabac en feuilles*) (pounds):				
Mexico	40,143	22,281	63,455	25,240
Cuba	84,417	32,089	92,833	37,581
Wood, mahogany (*Madera, caoba; Mogno; Acajou*) (M feet):				
Central America	21	522	832	19,877
Mexico	652	16,795	775	42,089
Cuba	.....	.....	.....	.....
South America	2	190	5	266
Wool (*Lana; Lã; Laine*) (pounds):				
South America—				
Class 1	37,722	4,125	.....	.....
Class 2	.....	.....	.....	.....
Class 3	18,116	1,191	1,169,911	91,240

Imports and Exports, October, 1897—Continued.

EXPORTS OF DOMESTIC MERCHANDISE, 1897.

Articles and countries.	October.			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Agricultural implements (*Instrumentos de agricultura; Instrumentos de agricultura; Machines agricoles*):				
Central America	.....	$6,262	.....	$3,471
Mexico	.....	8,944	.....	6,409
Santo Domingo	.....	89	.....	21
Cuba	.....	68	.....	211
Puerto Rico	.....	593	.....	358
Argentina	.....	48,507	.....	44,765
Brazil	.....	1,954	.....	2,459
Colombia	.....	118	.....	32
Other South America	.....	20,070	.....	21,547
Animals:				
Cattle (*Ganado Vacuno; Gado; Betail*)—				
Central America	9	280	3	310
Mexico	73	2,990	76	5,475
South America	3	280	.....	.....
Hogs (*Cerdos; Porcos; Cochons*)—				
Mexico	2,927	32,660	64	619
Horses (*Caballos; Cavallos; Chevaux*)—				
Mexico	352	14,815	69	3,691
Books, maps, engravings, etc. (*Libros, mapas, grabados, etc.; Livros, mappas, gravuras, etc.; Livres, cartes de géographie, gravures, etc.*):				
Central America	.....	6,754	.....	7,408
Mexico	.....	7,301	.....	8,871
Santo Domingo	.....	68	.....	53
Cuba	.....	24,991	.....	6
Puerto Rico	.....	2,121	.....	48
Argentina	.....	847	.....	2,255
Brazil	.....	13,530	.....	24,635
Colombia	.....	12,785	.....	670
Other South America	.....	1,351	.....	5,495
Breadstuffs:				
Corn (*Maíz; Milho; Maïs*) (bushels):				
Central America	4,199	1,525	5,177	3,004
Mexico	995,734	359,984	7,125	2,231
Santo Domingo	.....	.....	54	25
Cuba	30,261	10,267	85,406	32,476
Puerto Rico	.....	.....	.....	.....
South America	2,007	738	48,623	18,828
Wheat (*Trigo; Trigo; Blé*) (bushels):				
Central America	3,271	2,647	6,706	7,055
Mexico	.....	.....	.....	.....
South America	312	261	151,877	160,577

Imports and Exports, October, 1897—Continued.

EXPORTS OF DOMESTIC MERCHANDISE, 1897—Continued.

Articles and countries.	October.			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Breadstuffs—Continued.				
Wheat flour (*Harina de trigo; Farinha de trigo; Farine de blé*) (barrels):				
Central America	21,095	$78,771	15,853	$77,349
Mexico	1,864	7,237	521	2,310
Santo Domingo	.....	.....	2,042	10,634
Cuba	9,830	37,365	22,408	113,847
Puerto Rico	14,805	55,736	4,740	24,948
Brazil	45,038	196,635	69,969	353,548
Colombia	11,178	44,274	12,040	56,595
Other South America	32,304	113,247	34,359	168,836
Carriages, cars, etc., and parts of (*Carruages, carros y sus accesorios; Carruagens, carros; e partes de carros; Voitures, wagons et leurs parties*):				
Central America	.....	7,622	.....	2,241
Mexico	.....	37,004	.....	46,384
Santo Domingo	.....	3,160	.....	1,132
Cuba	.....	100	.....	398
Puerto Rico	.....	132	.....	1,048
Argentina	.....	6,770	.....	23,052
Brazil	.....	1,337	.....	4,507
Colombia	.....	10,071	.....	1,486
Other South America	.....	3,880	.....	7,604
Cycles and parts of (*Biciclos y sus accesorios; Bicyclos e accessorios; Bicyclettes et leurs parties*):				
Central America	.....	9,020	.....	50
Mexico	.....	4,465	.....	3,748
Santo Domingo	.....	440	.....	58
Cuba	.....	5	.....	517
Puerto Rico	.....	250	.....	451
Argentina	.....	2,031	.....	5,134
Brazil	.....	1,150	.....	7,056
Colombia	.....	1,832	.....	2,141
Other South America	.....	3,647	.....	5,339
Clocks and watches (*Relojes de pared y de bolsillo; Relogios de parede e de bolso; Pendules et montres*):				
Central America	.....	517	.....	307
Mexico	.....	2,986	.....	1,023
Argentina	.....	1,591	.....	4,887
Brazil	.....	9,058	.....	4,204
Other South America	.....	8,759	.....	11,684
Coal (*Carbón; Carvão; Charbon*) (tons):				
Central America	185	746	1,714	4,111
Mexico	11,158	36,819	17,375	55,739
Santo Domingo	286	1,378	2	14

Imports and Exports, October, 1897—Continued.

EXPORTS OF DOMESTIC MERCHANDISE, 1897—Continued.

Articles and countries.	October.			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Coal (*Carbón; Carvão; Charbon*) (tons)—Continued.				
Cuba	10,549	$28,231	23,501	$55,412
Puerto Rico	3,692	9,696	1,361	3,251
Brazil	1,876	9,383	.....	.....
Colombia	11	51	3,930	15,720
Other South America	300	725	95	458
Cotton, unmanufactured (*Algodón no manufacturado; Algodão não manufacturado; Coton non manufacturé*) (pounds):				
Mexico	2,044,702	182,933	1,215,318	89,332
Cotton cloths (*Tejidos de algodón; Fazendas de algodão; Coton, manufacturé*) (yards):				
Central America	1,115,758	64,091	377,535	14,332
Mexico	413,288	28,079	403,369	26,323
Santo Domingo	177,876	8,799	205,975	9,801
Cuba	37,400	3,205	36,468	2,501
Puerto Rico	2,000	213	1,256	122
Argentina	445,811	33,443	110,922	6,807
Brazil	760,994	51,367	745,135	40,573
Colombia	721,001	36,140	542,933	26,122
Other South America	2,998,068	156,545	2,009,866	104,369
Wearing apparel (cotton) (*Ropa de algodón; Roupa de algodão; Vêtements en coton*):				
Central America	.....	13,061	.....	6,024
Mexico	.....	48,292	.....	27,567
Santo Domingo	.....	3,958	.....	940
Cuba	.....	4,294	.....	555
Puerto Rico	.....	559	.....	191
Argentina	.....	5,168	.....	1,430
Brazil	.....	8,541	.....	4,294
Colombia	.....	4,804	.....	2,443
Other South America	.....	7,343	.....	1,436
Fruits and nuts (*Frutas y nueces, Frutas e nozes; Fruits et noisettes*):				
Central America	.....	6,272	.....	2,734
Mexico	.....	7,068	.....	4,925
Santo Domingo	.....	190	.....	202
Cuba	.....	6,596	.....	6,462
Puerto Rico	.....	730	.....	548
Argentina	.....	500	.....	1,696
Brazil	.....	5,213	.....	7,631
Colombia	.....	939	.....	1,325
Other South America	.....	3,758	.....	2,876
Hides and skins (*Cueros y pieles; Couros e pelles; Cuirs et peaux*) (pounds):				
Central America	.....	.....	.....	.....
Mexico	46,239	4,685	12	20

Imports and Exports, October, 1897—Continued.

EXPORTS OF DOMESTIC MERCHANDISE, 1897—Continued.

Articles and countries.	October.			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Hops (*Lúpulos; Lupulos; Houblon*) (pounds):				
Central America	945	$82	2,340	$315
Mexico	230	21	417	58
Santo Domingo	786	79	.....	.....
Cuba	.....	.....	.....	.....
Puerto Rico	1,255	150	.....	.....
South America	1,552	166	1,087	140
Instruments:				
Electric and scientific apparatus (*Aparatos eléctricos y científicos; Apparelhos electricos e scientificos; Appareils électriques et scientifiques*)—				
Central America	.....	5,217	.....	1,301
Mexico	.....	12,961	.....	21,787
Argentina	.....	8,725	.....	7,041
Brazil	.....	17,003	.....	4,069
Other South America	.....	13,443	.....	7,724
Iron and Steel, Manufactures of:				
Builders' hardware, and saws and tools (*Materiales de metal para construcción, sierras y herramientas; Ferragens, serras e ferramentas; Matériaux de construction en fer et acier, scies et outils*)—				
Central America	.....	12,329	.....	6,896
Mexico	.....	32,806	.....	19,078
Santo Domingo	.....	554	.....	1,715
Cuba	.....	10,308	.....	4,651
Puerto Rico	.....	2,388	.....	1,049
Argentina	.....	12,905	.....	8,693
Brazil	.....	23,239	.....	13,446
Colombia	.....	11,393	.....	5,831
Other South America	.....	21,157	.....	21,159
Sewing machines and parts of (*Máquinas de coser y accesorios; Machinas de coser e accessorios; Machines à coudre et leurs parties*)—				
Central America	.....	3,930	.....	1,417
Mexico	.....	7,022	.....	16,537
Santo Domingo	.....	66	.....	387
Cuba	.....	450	.....	140
Puerto Rico	.....	21	.....	.....
Argentina	.....	6,423	.....	7,967
Brazil	.....	16,484	.....	3,716
Colombia	.....	7,640	.....	6,380
Other South America	.....	12,945	.....	9,711

Imports and Exports, October, 1897—Continued.

EXPORTS OF DOMESTIC MERCHANDISE, 1897—Continued.

Articles and countries.	October.			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Iron and Steel, Manufactures of—C't'd.				
Typewriting machines and parts of (*Máquinas de escribir y accesorios; Machinas de escribir e accessorios; Machines à écrire et leurs parties*)—				
Central America	.....	$2,074	.....	.....
Mexico	.....	1,662	.....	$2,785
Santo Domingo	.....	82	.....	.....
Cuba	.....	.....	.....	205
Puerto Rico	.....	205	.....	.....
Argentina	.....	1,298	.....	45
Brazil	.....	238	.....	245
Colombia	.....	443	.....	555
Other South America	.....	1,220	.....	2,476
Leather, other than sole (*Cuero, distinto del de suela; Couro não para solas; Cuirs, autres que pour semelles*):				
Central America	.....	.....	.....	928
Mexico	.....	1,767	.....	1,426
Santo Domingo	.....	.....	.....	130
Cuba	.....	341	.....	.....
Puerto Rico	.....	6	.....	554
Argentina	.....	162	.....	.....
Brazil	.....	1,162	.....	3,480
Colombia	.....	115	.....	170
Other South America	.....	1,308	.....	1,143
Boots and shoes (*Calzado; Calçados; Chaussures*):				
Central America	.....	9,659	.....	5,722
Mexico	.....	3,045	.....	3,951
Colombia	.....	2,467	.....	3,339
Other South America	.....	1,946	.....	3,827
Naval stores: Resin, tar, etc. (*Resina y alquitran; Resina e alcatrão; Résine et goudron*), (barrels):				
Central America	469	1,106	303	726
Mexico	306	810	81	279
Santo Domingo	41	123	410	590
Cuba	342	681	351	640
Puerto Rico	32	59	97	193
Argentina	7,320	13,329	.....	.....
Brazil	6,145	12,322	9,355	15,329
Colombia	896	1,791	379	749
Other South America	4,149	8,674	3,821	7,523
Turpentine, spirits of (*Aguarrás; Agua-raz; Tére benthine*)(gallons):				
Central America	857	253	255	103
Mexico	236	89	292	111

Imports and Exports, October, 1897—Continued.

EXPORTS OF DOMESTIC MERCHANDISE, 1897—Continued.

Articles and countries.	October.			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Turpentine—Continued.				
Santo Domingo	110	$35	25	$8
Cuba	7,911	2,315	5,020	1,660
Puerto Rico	1,249	391	367	144
Argentina	.....	.....	13,560	5,293
Brazil	12,578	3,235	12,770	4,389
Colombia	1,142	444	694	257
Other South America	6,443	2,032	10,311	3,842
Oils, mineral, crude (*Aceites, minerales, crudos; Oleos, mineraes, crús; Huiles minérales, brutes*) (gallons):				
Mexico	6,078	908	657,613	26,868
Cuba	29,308	2,190	.....	.....
Puerto Rico	111,667	10,900	102,570	9,098
Oils, mineral, refined or manufactured (*Aceites, minerales, refinados ó manufacturados; Oleos, mineraes, refinados ó manufacturados; Huiles, minérales, raffinées, ou manufacturées*) (gallons):				
Central America	63,794	9,186	68,057	7,694
Mexico	41,523	8,895	60,156	12,723
Santo Domingo	12,493	2,295	2,209	418
Cuba	1,796	431	4,654	945
Puerto Rico	41,835	4,946	11,812	1,477
Argentina	2,343,800	200,403	1,346,839	119,177
Brazil	1,078,245	93,502	1,060,352	77,196
Colombia	89,478	9,291	56,233	5,659
Other South America	651,540	70,344	793,971	73,066
Oils, vegetable (*Aceites, vegetales; Oleos, vegetaes; Huiles, végétales*) (gallons):				
Central America	4,514	1,250	656	242
Mexico	303,721	56,763	104,502	19,405
Santo Domingo	2,774	776	3,884	1,309
Cuba	.....	.....	2,790	694
Puerto Rico	.....	.....	.....	.....
Argentina	.....	.....	.....	.....
Brazil	22,600	6,028	65,098	17,233
Other South America	11,797	3,672	35,071	11,472
Paraffin and paraffin. wax (*Parafina y cera de parafina; Paraffina e cera de paraffina; Paraffine et cire faite de cette substance*) (pounds):				
Central America	69,800	4,064	18,000	890
Mexico	173,134	9,628	451,274	19,160
Brazil	27,650	1,648	20,273	980
Other South America	.....	.....	33,794	1,884

Imports and Exports, October, 1897—Continued.

EXPORTS OF DOMESTIC MERCHANDISE, 1897—Continued.

Articles and countries.	October.			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Provisions, comprising meat and dairy products:				
Beef, canned (*Carne de vaca en latas; Carne de vacca em latas; Bœuf en conserves*) (pounds)—				
Central America	19,064	$2,245	15,548	$1,572
Mexico	13,740	1,811	8,408	1,047
Santo Domingo	576	44	.....	.....
Cuba	1,056	81	10,752	855
Puerto Rico	.....	.....	192	15
Argentina	.....	.....	.....	.....
Brazil	60,500	4,915	2,500	192
Colombia	2,614	266	4,228	360
Other South America	12,216	998	16,692	1,519
Beef, salted or pickled, (*Carne de vaca, salada ó en salmuera; Carne de vacca, salgada ou em salmoura; Bœuf, salé ou en saumure*) (pounds)—				
Central America	39,900	1,809	72,570	3,393
Mexico	200	10	1,400	71
Santo Domingo	6,500	301	2,600	130
Cuba	2,000	95	46,685	2,313
Puerto Rico	19,500	945	400	21
Brazil	2,500	122	1,000	43
Colombia	27,300	1,141	13,200	730
Other South America	274,836	11,252	316,220	16,370
Tallow (*Sebo; Sebo; Suif*) (pounds):				
Central America	239,814	10,5[illegible]	73,547	3,819
Mexico	174,307	6,078	60,127	2,796
Santo Domingo	5,962	306	62,500	1,780
Cuba	17,900	530	13,994	469
Colombia	10,010	524	81,135	3,213
Other South America	31,131	1,333	29,807	1,441
Bacon (*Tocino; Toucinho; Lard fumé*) (pounds):				
Central America	27,510	1,804	16,243	1,303
Mexico	7,927	799	9,634	962
Santo Domingo	5,338	804	2,900	193
Cuba	656,615	39,334	667,220	48,125
Puerto Rico	36,417	2,041	32,302	2,088
Brazil	600,390	37,834	450,617	31,401
Colombia	2,446	170	2,778	196
Other South America	9,811	647	30,925	2,513
Hams (*Jamones; Presunto; Jambons*) (pounds):				
Central America	17,102	1,848	13,622	1,450
Mexico	59,383	5,758	20,901	2,104
Santo Domingo	4,819	573	5,764	650
Cuba	380,022	34,189	395,238	42,471
Puerto Rico	71,504	6,400	150,144	12,793

Imports and Exports, October, 1897—Continued.

EXPORTS OF DOMESTIC MERCHANDISE, 1897—Continued.

Articles and countries.	October.			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Provisions, etc.—Continued.				
Hams—Continued.				
Brazil	1,912	$190	152	$11
Colombia	11,450	1,004	10,085	1,025
Other South America	41,952	4,450	79,427	8,971
Pork (*Carne de puerco; Carne de porco; Porc*) (pounds):				
Central America	140,420	5,369	116,750	5,505
Santo Domingo	7,200	257	3,800	186
Cuba	25,200	1,240	16,400	865
Puerto Rico	412,600	16,942	369,800	19,163
Brazil	9,800	485	1,000	46
Colombia	9,700	534	7,150	428
Other South America	328,900	13,536	298,900	15,767
Lard (*Manteca; Banha; Saindoux*) (pounds):				
Central America	134,854	7,837	143,866	8,278
Mexico	663,536	29,246	518,610	24,120
Santo Domingo	20,720	1,218	31,258	1,742
Cuba	1,701,220	85,049	2,844,033	143,631
Puerto Rico	540,487	27,069	299,404	17,135
Argentina	5,880	360	.....	.....
Brazil	393,040	23,575	1,230,061	79,686
Colombia	381,198	19,118	175,448	10,877
Other South America	883,514	48,423	888,561	53,647
Oleo and oleomargarine (*Grasa y oleomargarina; Oleo e oleomargarina; Oléo et oléomargarine*) (pounds):				
Central America	60	8	.....	.....
Mexico	560	65	.....	.....
Colombia	1,000	82	11,800	1,066
Other South America	8,700	781	18,821	1,812
Butter (*Mantequilla; Manteiga; Beurre*) (pounds)—				
Central America	17,206	3,074	16,443	3,031
Mexico	19,354	3,302	14,431	2,067
Santo Domingo	3,120	482	3,455	477
Cuba	2,425	401	2,311	376
Puerto Rico	.....	.....	.....	.....
Brazil	13,383	2,212	28,603	2,968
Colombia	6,648	932	9,836	1,376
Other South America	49,815	6,585	29,118	4,138
Cheese (*Queso; Queijo; Fromage*) (pounds)—				
Central America	14,413	1,582	6,587	774
Mexico	12,122	1,396	8,272	996
Santo Domingo	2,432	287	2,533	321
Cuba	2,960	606	30,605	3,361
Puerto Rico	1,399	146	.....	.....
Brazil	.....	.....	.....	.....

Imports and Exports, October, 1897—Continued.

EXPORTS OF DOMESTIC MERCHANDISE, 1897—Continued.

Articles and countries.	October.			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Provisions, etc.—Continued.				
Cheese—Continued.				
Colombia	9,099	$977	6,548	$836
Other South America	11,464	1,279	7,473	966
Sugar, refined (*Azúcar refinado; Assucar refinado; Sucre raffiné*) (pounds)—				
Central America	96,426	4,327	76,248	3,960
Mexico	17,120	867	7,651	377
Santo Domingo	4,469	221	2,820	159
Colombia	78,504	3,763	63,125	3,354
Other South America			18,858	1,028
Tobacco, unmanufactured (*Tabaco no manufacturado; Tabaco não manufacturado; Tabac non manufacturé*) (pounds):				
Central America	8,805	810	15,330	1,939
Mexico	120,205	10,344	44,762	4,479
Argentina	16,300	1,650		
Colombia	1,450	202	800	125
Other South America	46,652	4,041	69,658	5,841
Tobacco, manufactures of (*Manufacturas de tabaco; Manufacturas de tabaco; Tabac fabriqué*):				
Central America		3,035		2,132
Mexico		96		293
Cuba		4,588		26,892
Argentina		9,600		37
Brazil		675		
Colombia		171		
Other South America		5,495		2,707
Wood, unmanufactured (*Madera no manufacturada; Madeira não manufacturada; Bois brut*):				
Central America		12,403		3,179
Mexico		15,726		15,552
Cuba		1,183		188
Argentina		251		774
Brazil				
Colombia		657		7,066
Other South America		3,152		
Lumber (*Maderas; Madeiras; Bois de construction*) (M feet)—				
Central America	553	6,588	132	1,742
Mexico	5,327	74,327	4,107	51,435
Santo Domingo	147	2,894	452	5,002
Cuba	1,596	19,603	2,390	28,439
Puerto Rico	987	12,858	827	10,888
Argentina	7,467	100,217	5,955	65,366
Brazil	2,294	36,956	2,607	34,415
Colombia	453	6,556	36	569
Other South America	6,495	86,180	2,650	32,229

Imports and Exports, October, 1897—Continued.

EXPORTS OF DOMESTIC MERCHANDISE, 1897—Continued.

Articles and countries.	October.			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Furniture (*Muebles; Mobilia; Meubles*)—				
Central America		$11,521		$4,959
Mexico		16,996		10,596
Santo Domingo		1,753		895
Cuba		1,860		3,071
Puerto Rico		1,663		557
Argentina		3,646		2,993
Brazil		5,380		6,811
Colombia		3,992		2,598
Other South America		10,714		9,923
Wool, raw (*Lana cruda; Lã crúa; Laines brutes*) (pounds)—				
Mexico	443,154	36,469		

NOTES FROM THE PRESIDENT'S MESSAGE.

In his message to Congress, delivered at the assembling of that body in regular session, on Monday, December 6, President McKinley refers to the subject of trade reciprocity with foreign countries in the following terms:

In order to execute as early as possible the provisions of the third and fourth sections of the revenue act approved July 24, 1897, I appointed the Hon. John A. Kasson, of Iowa, a special commissioner plenipotentiary to undertake the requisite negotiations with foreign countries desiring to avail themselves of these provisions. The negotiations are now proceeding with several Governments, both European and American. It is believed that by a careful exercise of the powers conferred by that act some grievances of our and of other countries in our mutual trade relations may be either removed or largely alleviated, and that the volume of our commercial exchanges may be enlarged with advantage to both contracting parties.

Extended reference is made to the importance and utility to the commerce of the American Continent involved in the completion of the Nicaragua Canal. In regard to this project, the President says:

A subject of large importance to our country and increasing appreciation on the part of the people is the completion of the great highway of trade between the Atlantic and Pacific known as the Nicaragua Canal. Its utility and value to

American commerce is universally admitted. The commission appointed under date of July 24 last, "to continue the surveys and examinations authorized by the act approved March 2, 1895," in regard to "the proper route, feasibility, and cost of construction of the Nicaragua Canal, with a view of making complete plans for the entire work of construction of such canal," is now employed in the undertaking. In the future I shall take occasion to transmit to Congress the report of this commission, making at the same time such further suggestions as may then seem advisable.

NICARAGUA CANAL.

A convention will be held in Kansas City, Missouri, January 17 next, for the purpose of urging Congress to appropriate money to build the Nicaragua Canal. This movement is inaugurated by representative merchants, railroad men, manufacturers, and real-estate dealers of that city; the Governors of the Western States have been asked to name delegates to the convention and to attend in person.

Mr. JAMES H. HARKLESS, the prime mover in the enterprise, and president of the association, says in regard to it:

> The Government could expend money in no way that would be more advantageous to the trans-Mississippi States than by cutting a ship way through the Isthmus and connecting the Atlantic and Pacific oceans. We are now building up a grain port (Port Arthur) at the terminus of the Pittsburg and Gulf road on the gulf coast that puts Kansas City much nearer the seaboard than it was before. A line of vessels will ply from this port to carry our grain and products to Europe. Why should these vessels not enter into Pacific competition as well as Atlantic? The only reason is because they must now go around Cape Horn, 10,000 miles farther than they would have to sail if this canal were open. The canal would bring directly to us the trade of the islands of the Pacific and put cheaper transportation between these Mississippi States and China. There is every reason why this Government should build, own and control the canal. DE LESSEPS's plan was to build a canal 30 miles long, and straight across the Isthmus. It has been estimated that the American canal would cost about $100,000,000, but the outlay would be nothing compared with the benefit it would be to this country. If the United States does not build it some other government will.

IMPORTATION OF HIDES AND SKINS.

In order to supply their tanneries with raw material, the tanners of the United States are obliged, notwithstanding the immense stock of hides and skins furnished by the abattoirs of Chicago and other large cities, to have recourse to importation. The value

of the raw skins imported yearly reaches the sum of about $20,000,000. The skins arrive either completely dried, or green and salted.

Of this quantity goatskins form almost half of the importations, Spain being the principal exporter. Next in value come ox and cow skins, imported chiefly from the Argentine Republic and Uruguay.

The importation of dressed skins, which used to be very large, has decreased considerably during the last decade. Morocco leather ranks first, with an annual import value of $3,500,000; sheepskins second, valued at $650,000, France being the greatest purveyor of this article; and lastly, sole leather, with an annual import figure of $160,000. Hides, bark-tanned, reach a mean total of about $20,000, and other hide products are imported in insignificant quantities

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URUGUAY.

The following facts relating to the foreign trade of Uruguay, and its further development with the United States, are taken from a recent communication addressed to Director JOSEPH P. SMITH: "Our English friends are now making a determined effort to regain and hold trade on this side, and to that end everything is being done that is deemed wise and telling. It seems that the Germans, French, and some other nations—not our own—have been making great inroads on the trade formerly held by England, and hence the action of the Board of Trade. The reception of such action, however, is indicated by the inclosed slip from the *Montevideo Times* (English), and needs no explanation:

When a North American Commercial Commission was announced to visit these lands, the excitement was immense; the native papers filled their columns for weeks with accounts of the visitors, who they were and what they were going to do, and the fuss that was generally made was such that one might have thought a turning point in international commerce was being reached. Now the visit of an English Commission is announced, under official auspices, but so far we have not seen a single reference to it in any River Plate native paper. Yet the River Plate commerce with Great Britain is five times more important than that with the United States, and for all that we can see is likely to remain so. "There is something in this more than nature—if philosophy could find it out."

English capital has built all the railroads and has lost largely by it; it has done more than any other nation in bringing commerce up to the best level in the past, but to-day the Germans, French, and Italians have come into the field as most successful competitors on lines where losses are nominal, if any. All these have regular lines to the Plate country, and now even Japan proposes to put on two steamers of large freight capacity to trade here—and by that I mean South America. There has been no arrival in this port for many years of an American commercial steamer, and "we pay the freight" on the millions of exports to Uruguay, and imports therefrom to our own land. None of these other nations do that, but some of their transportation lines live wholly on American trade, and but for it would rush out. That they serve us well is true, but that it also hampers our trade in a number of ways can not be denied. Blessed is the nation that can control its own commerce in its own bottoms. The time will come when the policies suggested to American trade for the development of the commerce of South America, in mutual American interest both North and South, will find an adoption at home. No other field presents so great an advantage, no similar conditions exist elsewhere, and I am sure that the capital and enterprise of our people will yet see and appreciate the commercial glory awaiting them.

But the nation must move in the matter, as other nations do now, and have done. The examples of the past afford an abundant experience, both of success and failure, and our need of greater and more extended markets should impel swift action. The way is open to American commercial supremacy if the executive branch of the Government is given the proper power by the legislative branch. Greatness and wealth, "beyond the dreams of avarice," are found on these lines; much longer delay on our part means permanent loss.

VENEZUELA.

FRONTIER COMMERCE WITH COLOMBIA.

The Congress of the United States of Venezuela at its last session enacted a code of laws governing the transit of commerce between that country and Colombia. These laws provide an

arrangement for the transit of foreign goods into the Republic of Colombia through the port of Maracaibo, and Cucuta, and reciprocally the transit of Colombian goods into Venezuela, intended for exportation via Maracaibo.

Article 2 of the code says:

The introduction of foreign merchandise through the port of Maracaibo in transit to Colombia shall be subject to all the formalities, conditions, and penalties established in the custom-house laws on foreign merchandise imported into Venezuela.

Merchandise intended for transit shall be sent under separate consular invoices, stating that the articles are destined for a point or points in Colombia. Goods so destined will be permitted to remain in deposit for thirty days at the Maracaibo custom-house. Before the removal of goods for shipment into the interior, the owner is required to deposit with the proper officials a *pro forma* certificate, blanks for which are obtainable at the custom-house.

In addition to the regular import duties charged at the custom-house, importers will pay 1 per cent on the amount of the invoice as a storage charge.

The same legislative decree establishes authority for the admission of Colombian manufactures and native products into Venezuela through the custom-house at San Antonio del Tachira.

Article 32 says:

Fruits and natural products of Colombia shall be admitted free of duty at the custom-houses of Maracaibo and Tachira as long as those of Venezuela enjoy the same privileges in Colombia.

By Article 33, native goods, manufactured in Colombia, are made subject to the payment of duties established in the tariff of Venezuela according to their respective classes. These laws went into effect on the first day of October of the present year, abrogating all previous laws relative to transit trade between the two countries.

THE NIAGARA PAN-AMERICAN EXPOSITION.

The October number of the BULLETIN contained an extended notice of the general design and scope of the Niagara Pan-American Exposition, with the names of the executive staff and leading promoters. The scheme, so meritorious in itself, designed

to bring into closer acquaintanceship the various peoples and industries of the Western Hemisphere, seems to be receiving the attention it deserves in the United States and elsewhere. The magnitude of the undertaking and the energy with which it is being forwarded has recommended it to the notice and favorable consideration of the National Government. Measures are being taken to obtain, by act of Congress, an appropriation adequate to give substantial aid and indorsement in putting the enterprise on a firm and certain footing, and to provide for the special exhibit of the United States. The names of the incorporators are a guaranty that the encouragement given by the Government will be heartily supplemented and the exposition made a rival in many particulars, and surpass in some respects, the World's Fair.

The site chosen is peculiarly suited to the purpose, being an island in the Niagara River containing abundant area and within plain view of the mighty cataract of Niagara, whose Titanic forces have lain dormant until the present time, serving merely as the grandest spectacle given by Nature to the eye of man. The time, too, is opportune to illustrate the national progress of the New World in the nineteenth century.

Mexico and the leading Republics of Central and South America have already made application for space in which to make their respective exhibits and the allotments have been made.

In speaking of the exposition and its purposes, Mr. R. C. HILL, the Secretary, says: "What we expect to do is to show the progress of this hemisphere along all the great lines, and we will have a wonderful exhibition of industry and art. It is not a World's Fair, and it is international only in that it is to be confined to this hemisphere. We think it will not only benefit us as to trade matters, but that it will also bring about a better feeling between the different countries. It will also be a kind of education along the line of the Monroe Doctrine. It will show that there is an America for Americans and why Americans should stand together. I see that the Pan-American Congress has been announced to meet in Washington in 1900. This, I believe, will be changed and the meeting be held here in 1899, at the time of our exposition. This was the idea that the Pan-American delegates had when we conferred here about the exposition last year."

The active management of the work is in the hands of Captain JOHN M. BRINKER, of Buffalo, as President, whose sagacity foresaw the practical uses to which the marvellous dynamic powers of the Falls might be applied and whose energies led to the building of the railroad into the gorge beneath them. His assistants, all of whom have had liberal training and experience in the form of work they now have in hand, are W. CARYL ELY, General Director; F. C. M. LAUTZ, Treasurer; and RICHMOND C. HILL, Secretary.

An entire floor of the Coal and Iron Exchange Building, Buffalo, N. Y., is appropriated for use as general offices of the Company, and it is purposed to establish branch offices in New York City, Chicago, and Washington, D. C.

TRADE IN MACHINERY AND TOOLS IN SPANISH AMERICA.

The *Revue du Commerce* of December 4, 1897, publishes a very valuable and timely article concerning the class of machinery and agricultural implements suitable for importation into Latin-America and other tropical countries. The demand for such manufactures is increasing daily, the principal obstacle to a more rapid development of the trade being the lack of knowledge on the part of the manufacturers and shippers of the industrial habits and conditions existing in these countries. In considering this question the fact must not be lost sight of that after machinery is received by the importers it has to be put together, an undertaking which is often impossible without the aid of engineers and experienced workmen. In the more-advanced English colonies and in the seaports the necessary help can be found, but in the interior (even in such large cities as Rio de Janeiro, Buenos Ayres, and Valparaiso) it is not certain that large machine shops with a personnel capable of furnishing the needed help can always be obtained, and in the back country this is an utter impossibility. The manufacturer who sends his machinery there must depend on the ingenuity of his employees.

In warm countries civilization is principally concentrated in the cities along the coasts and in the seaports. In the interior the

population has developed along crude native lines, almost entirely free from foreign influence. This population is adapted, one might say, to the conditions of the country, and is composed of descendants of Europeans, creoles, or half-breeds. This is the case, for example, in Colombia, Ecuador, Venezuela, Peru, Bolivia, and Mexico. There are vast areas unopened, either to fluvial navigation or railroads, and where the transportation is still accomplished by means of beasts of burden, or by primitive vehicles. Often, too, handbarrows or porters must be utilized. It is evident that under such conditions transportation and mounting of machinery present great difficulties.

All the machinery destined for the interior of the abovementioned countries should be constructed with a view to the use of wood as fuel. It is very rare to find coal remote from the coast; gas motors can very rarely be employed, while on the contrary oil (petroleum) motors can be utilized, for kerosene has become an article of universal commerce, which can be obtained everywhere as fuel for engines. Electric lighting and the generation of electric force certainly offer a future, for water power is found in abundance in these countries and renders feasible the installation of small electrical machines and telephones. Electrical apparatus can also be transported more advantageously, because it is less cumbersome than steam engines, and consequently capable of being transported by means of mules, which, hitched in single file and connected by long poles can carry loads of considerable weight, but in small bulk, even in the mountains where the inclines are not too steep.

Further, the separate pieces to be transported on mule back should not weigh more than 1½ to 2 quintals* (at the maximum), and the weight must be evenly distributed on the sides of the animal.

It is only with the progress of civilization that these conditions of transportation will be modified and improved; the paths will be succeeded by roads and routes, and territories of difficult access will become accessible to heavier objects. In these territories they will manufacture on the spot the products of the soil in order to avoid transportation expenses. Distilling apparatus for

*NOTE.—A quintal is 100 pounds.

corn, cereals, potatoes, etc., and presses for the oleaginous fruits will be required.

Centrifugal machines for making oil and butter, pumps worked by hand or by horse power, sometimes also petroleum or gas apparatus, small ice-making machines for the conservation of products easily decomposed, machinery for working tin into boxes for conserves, small presses for cement and appliances for the laying of pavements, and portable railways will play an important rôle in exploiting the countries in question. The very high temperature will also favor the importation of machinery for the manufacture of aerated waters. There will also be found occasions for placing small cylinders for the manufacture of chocolate in the important cities.

The many rivers and streams in these countries will permit the establishment of small mills for the grinding of local products and also favor the establishment of small sawmills. The supply of these needs will be relatively slow, and the natives will often hesitate to adopt new articles. They do not know how to repair them without instruction, and their experiences in this line have been delicate and costly.

The importation of tools, however, presents itself under a much more favorable light than that of machinery and mechanical apparatus. Although the inhabitants of these countries have displayed a certain conservatism in regard to modern and perfected tools of United States and European manufacture, this hesitation soon disappeared before the demonstration of their real value. As soon as the native recognizes the value of the article, no price is too high, and he pays what is asked for it.

A certain style of German knife has been furnished by millions in Central and South America; other knives, as well as hatchets, hammers, etc., have been sent out for hand work in exploiting forests, mines, and the cultivation of the fields. Certain knives suitable to one country would be useless in another. A style which has been perfectly utilized in Pernambuco and in the back country of Bahia would be worthless in Havana. There the Spaniards want a long and large knife (machete), resembling a saber, which serves as a weapon and for cutting sugar cane on the plantations. It is easily understood that the shape of the knife should suit the

character of the forests, plantations, and the principal cultures in which it is to be utilized, and that scientific improvements will serve for nothing.

It is certain that better results would be obtained by the use of the plow than the hoe, but the native has not capital to expend in buying a plow, and the product of hoe culture suffices fully the needs of his family. He manages to live, and that is all he asks. On account of the great distances to be traveled, the bad conditions of the roads, and the high charges for transportation, the shipping of the surplus of the crops has not been thought of. All this will change with the spread of civilization, and notably with the growth of the population of the countries in question.

Pioneers of commerce and industry will not delay in awaking the needs of the inhabitants of these countries; if this were not true and if these latter were not entering upon a more advanced civilization their demands for foreign products would not increase. To create needs is the task of the first pioneers of commerce in these countries more than anywhere else. But this can only be arrived at by degrees, and it is in countries where new routes are to be opened to traffic that new needs will soon appear and that the population can devote itself to a more intensive culture. To create transportation facilities and open up the way to traffic is the principal object of the political economy of competing countries.

What has been said of machinery and implements applies also to other articles. Small benches for boring and turning, of light construction and as simple as possible, grinding machines and traveling forges, pipes for carrying water, tin in sheets or otherwise, corrugated sheet iron, which is employed in the construction of houses and stores, presses for fruits and flowers destined for the production of perfumes and essences; machinery for the cleaning and decortication of coffee, grinding machinery of all kinds for stones, sand, plaster, cement; small apparatus for pressing between rollers, etc., are to be mentioned as interesting the countries in question.

All these countries use powder and dynamite cartridges for blasting rocks, exploiting quarries, etc., wire and simple apparatus for hoisting purposes, light cables for mines, and light material for the construction of bridges; blacksmiths' tools, nails and wood screws, etc.

STEAMSHIP SERVICE ON THE PACIFIC COAST.

The Bureau is advised by the Hon. HENRY L. WILSON, United States minister to Chile, that it is proposed by the two steamship lines running regularly between Valparaiso and Panama to extend their service to San Francisco. Under the proposed itinerary steamers will leave Valparaiso once a week, touching at Coquimbo, Antofagasta, Iquique, Mollendo, and Callão, making the run to Panama in twelve days. Leaving Panama on their northward voyage they will touch only at the principal Central American and Mexican ports, reaching San Francisco in twelve days from the date of departure from Panama. The entire trip, therefore, from Valparaiso to San Francisco would consume twenty-two days.

The increased facilities for passenger and freight traffic afforded by this new arrangement will be, of course, of great benefit to the ports on the Pacific Coast.

The lines concerned are the Compañía Sud Americana de Vapores, sailing under the Chilean flag, but owned mostly by British subjects, and the Pacific Steam Navigation Company, exclusively a British corporation. Both companies are subsidized by the Chilean Government and are strong and successful lines.

TRADE MISCELLANY.

ARGENTINE REPUBLIC.

American Sheet Iron. A leading firm in the Argentine Republic claims that great interest is being taken in the trade in sheet iron in that Republic, owing to its increased use for building purposes. American manufacturers are beginning to realize that the South American market is a very important one, and are making efforts to introduce their product in competition with the English. A great drawback to their success in this line has heretofore been the disparity in freight charges, the British quotations being about 10 per cent lower than the lowest American rates. Steps will be taken to remove this obstacle, and it is believed that the greater dispatch in the delivery of wares from this side of the Atlantic will be of value in the trade rivalry which has sprung up.

BRAZIL.

Shipments of Paper. It is authoritatively stated that large consignments of paper are continually being exported to London from the United States for subsequent sale and reshipment to Brazil. Orders amounting to thousands of dollars for newspaper, roofing material, and stationery supplies are received by export houses. This is because South and Central Americans are unacquainted with the merits of the productions of the United States, and that English firms in competition with German manufacturers practically control a market to which little attention has been given by Americans.

CHILE.

The Nitrate Industry. According to the *Chilian Times*, the production of nitrate in 1896 amounted to 23,832,434 quintals,* and the exportation reached 24,066,189 quintals. The principal countries to which nitrate is exported from Chile are Germany, United States, Great Britain, France, and Holland. From a published statement showing the world's consumption of nitrate during the past seven years, it is noted that there has been an increase of 4,359,627 quintals, or about 200,000 English tons, in 1896 over the consumption in 1890. The excess of exports in 1896 over the estimated production of that year is due to the surplus of production in 1895.

South American Tobacco Company. The South American Tobacco Company, established in Valparaiso, employing 160 operatives, imports for the manufacture of cigarettes large quantities of American leaf tobacco, of the quality grown in Virginia and North Carolina. In addition to that imported from the United States, the company brings in tobaccos from Havana, Egypt, Turkey, and northern Brazil. The output of this establishment is stated to be 900,000 cigarettes and 10,000 pounds of manufactured tobacco daily. It is believed that with proper effort on the part of exporters the consumption of American tobacco in Chile might be greatly increased.

Agricultural Implements. Recent advices from Chile report the crop prospects in that country as exceedingly favorable. An English firm engaged in the manufacture of agricultural implements has received from Valparaiso a telegraphic order to ship to that port a number of threshing machines. This would indicate that there is in Chile a large market open to manufacturers of agricultural implements, and that persons engaged in that business in the United States would find it worthy of their attention. It is estimated that the growing cereal crop of Chile will be fully 50 per cent greater than that of the previous year, and it is valued at $15,000,000.

ECUADOR.

Consular Invoices. By Executive decree all merchandise destined for Ecuador must be accompanied by a consular invoice viséd by the consul of that country, or by the person empowered to act in that

*A Chilean quintal is equal to 101 pounds.

capacity at the port of shipment. Every package weighing more than 50 kilograms must have its gross weight marked on the outside in plain figures. Any weight in excess of 10 per cent of that declared in the invoice shall be assessed with a surcharge of 100 per cent on the duty applicable to the article, under the existing custom-house law.

HAITI.

New Line of Steamers.

The Department of State is informed by Minister POWELL, under date of November 28, 1897, that the Clyde line of steamers has extended its service from New York to Haitian ports. These are the first steamers carrying the American flag and having an American registry to engage regularly in the trade of Haiti. A bi-monthly service by the line is promised and the outlook for traffic is good.

Cable Line to South America.

The United States Cable and Telegraph Company has recently opened for business its line connecting with the South American line. The cable starts from London and ends at Cape Haytien, where it connects with the French cable of the Antilles, which touches at Venezuela, Martinique, French and Dutch Guiana, and Pará (Brazil). At Pará the French cable unites with the Brazilian land lines and with the Argentine lines. This shortens the time of cablegrams between England and South America and reduces the cost about 25 per cent.

MEXICO.

Japanese Labor on Coffee Estates.

Mr. WILLIAM LAING MALCOLMSON, who resided for many years in Ceylon, engaged in coffee planting, and who has been for some time in Mexico investigating the possibilities of coffee culture in that Republic, has interested several wealthy coffee planters in the purchase of extensive estates on the Isthmus of Tehuantepec. Negotiating through the Japanese minister in Mexico, Mr. MALCOLMSON has completed preliminary arrangements for introducing a large colony of Japanese laborers into the Republic to work the coffee estates. He considers the lands of southern Mexico better adapted for coffee production than any he has seen, and Japanese labor as peculiarly suited to their cultivation.

American Machinery.

With the advance of the industrial development of Mexico, the demand for machinery is correspondingly increasing. The call for mining machinery, especially boilers and engines, was particularly great last year, and was largely met by an enterprising and sagacious firm in Erie, Pennsylvania. The need for machinery, however, is not confined to any particular line, but all kinds are wanted, and there is awaiting the wide-awake manufacturers of the United States a rich field in Mexico for their enterprise. The manufacturers of England and the European Continent are engaged in active competition for this business.

Mexican Exports for 1896-97.

According to statistics recently published by the Ministry of Finance, Mexico exported during the fiscal year 1896–97 precious metals to the amount of $66,183,097, and other

articles valued at $45,163,397, a total of $111,346,494. The total exports for the preceding fiscal year amounted to only $105,016,902, an increase of $6,329,592 being shown.

Report of Señor Don Enrique Sanchez.

The Bureau is indebted to Señor Don ENRIQUE SANCHEZ for a copy of a report made by him to Governor PROSPERO CAHUANTZI, of the State of Tlaxcala, Mexico, on the subject of his mission as official delegate of that State to the Mercantile Congress, held in June last in Philadelphia, U. S. A., under the auspices of the Philadelphia Commercial Museums. The report is comprehensive in its character and interesting in detail, and sets forth the magnitude of the projects of the Museums for amplifying the trade of the United States with Mexico and other Latin-American countries. Señor SANCHEZ urges that samples of the productions of the State of Tlaxcala—agricultural, mineral, and industrial—be placed on exhibition in the Museums, where they may be seen by persons interested in the trade with Mexico.

NICARAGUA.

Coffee Crop.

Reports from the Department of Matagalpa regarding the coffee crop for the year 1897–98 indicate that it will far exceed the transport capacity of the mules and ox carts now used for the purpose. In consequence, the Nicaraguan congress has authorized President ZELAYA to construct or enter into a contract for making a railway from the city of Matagalpa to connect with the National Railroad. The increased production of sugar and coffee estates is such that improved and larger machinery and more rapid processes for preparing the products for market are required by the planters. The attention of persons engaged in railway construction, and manufacturers of farm machinery is called to the opportunities indicated above.

PERU.

Abolition of Export Duty on Silver.

On the 11th of September last, the Peruvian Government issued a decree whereby the duty of 3 per cent ad valorem which was levied on exports of silver coin, bullion, and chafalonia (discarded wrought silver for melting) is abolished. This exoneration does not extend to national coined gold, or gold in bars or dust, which shall continue paying an export duty of 3 per cent.

UNITED STATES.

Calfskins Free of Duty.

The United States Board of General Appraisers, on December 3, 1897, decided that raw calfskins, from which nearly all the shoes worn in this country are made, shall hereafter be admitted free of duty. According to the decision, imported raw calfskins, under the existing tariff, are not to be classed as uncured hides of cattle, which are subject to a duty of 15 per cent ad valorem, but are wholly exempt from duty, coming

under the head of raw skins, included in the free list. The board also finds that the term "hide" is technically applied to skins of the larger animals, such as horses, oxen, cows, and bulls, while the term "skin" is used in reference to the coverings of sheep, calves, and goats. The term "hide" in trade was found to cover skins weighing 25 pounds or more, all under that weight receiving the classification "skin." In dried hides and dried skins, the dividing line is considered passed at 12 pounds.

South American Cedar.

A New York market report of December, 1897, states that a rival to Spanish cedar is found in cedars from several points in the West Indies, Mexico, and Central and South America. This substitute gives general satisfaction, is not so high priced, and will probably permanently affect the market for Spanish cedar hereafter, the stock of which is at present small.

Bicycle Trade.

A comparison of the statistics of the bicycle trade with Latin-America for the fiscal years of 1896 and 1897 shows a remarkable increase in the values for 1897. In the distribution of these exports, Mexico took, in 1897, $73,117 worth, an increase of $48,839 over the previous year; Argentina shows $42,091 in 1897, against $4,065 in 1896, while Brazil comes third in the list, with $29,355 in 1897 and $13,592 in 1896. Central America, Santo Domingo, and Colombia increased the value of their imports for the two years $6,020, $4,642, and $1,278, respectively. The other South American States imported bicycles to the value of $73,507 in 1897 and only $13,401 in 1896, showing the remarkable increase of $60,106.

Trade of United States with Latin-American Countries for the Fiscal Year 1897.

Countries.	Imports from.	Exports to.
Costa Rica	$3,439,374	$1,292,709
Guatemala	1,862,589	2,992,118
Honduras	847,230	669,682
Nicaragua	1,262,701	1,038,664
Salvador	1,112,534	1,596,861
Mexico	18,511,572	22,726,596
Haiti	1,460,220	3,554,433
Santo Domingo	2,369,424	1,045,037
Cuba	18,406,815	7,599,757
Puerto Rico	2,181,024	1,964,850
Argentine Republic	10,772,627	5,945,202
Bolivia	.....	5,155
Brazil	69,039,389	12,406,785
Chile	3,792,434	2,587,168
Colombia	4,730,933	3,711,399
Ecuador	566,526	734,276
Falkland Islands	.....	800
Paraguay	.....	740
Peru	722,089	1,105,381
Uruguay	3,515,054	1,045,266
Venezuela	9,543,572	3,376,184

URUGUAY.

Trade Between the United States and Montevideo.

From a published statement of the exports from the port of Montevideo for the first nine months of the current year it is learned that the United States ranks first as importer of dry ox hides, having for the time under consideration taken 245,605, or more than one-half of a total of 466,795, shipped. Of salt ox hides the United States took nearly one-fifth of Uruguay's export, ranking fourth in the order of the nations engaged in that trade. The statement shows that in the import of wool the United States ranks third, having taken 11,738 bales out of a total of 50,552, while in the trade in hair she took more than one-third of the entire shipment from Montevideo, which amounted to 940 bales.

VENEZUELA.

Cattle Trade.

The Venezuelan cattle trade is reported by Minister FRANCIS B. LOOMIS as likely to become a menace to United States stock raisers, and he quotes in support of his statement the remarkable increase in the number of cattle raised in Venezuela during the past three years. In 1894 there were 5,000,000 head in the country. This number has grown to 10,000,000 head for the present year, and it is expected that it will be more than doubled within the next four years. The efforts of the Republic to open up a market for its cattle in Brazil have been so successful that it is proposed to extend the trade to Cuba and the islands of the Caribbean Sea.

RAMIE.

Its Culture and Manufacture.

Owing to the low price of cane sugar, growing out of overproduction and competition with beet sugar in the markets of the world, the producers of South America and the West Indies find it necessary to look about for new fields of industry to which their lands and labor may be more profitably devoted. In this emergency the cultivation of ramie seems to have presented itself.

Extended experiment has developed the fact that this plant will grow abundantly, and at little expense for cultivation, in various parts of Mexico, Central and South America. Hitherto the production of ramie on a scale commensurate with its value and possibilities has been discouraged by the want of proper machinery for decorticating and degumming the fiber, in order that it might compete with the hand-prepared article of China. Recent and conclusive experiments made in the Island of Jamaica have shown that the machine designed by Mr. MACDONALD accomplishes this work effectively.

From the *Gleaner*, published at Kingston, it is learned that a company registered as the "Jamaica Fiber Company, Limited," has been organized for the purpose of cultivating the plant on a large scale and preparing the fiber for the market. The personnel of the corporation, according to the *Gleaner*, is ample guaranty of the thorough soundness of the enterprise.

NATIONAL ASSOCIATION OF MANUFACTURERS.

Caracas Warehouse.

The warehouse for the exhibition of American manufactures established at Caracas is the pioneer and experimental attempt in this direction of the National Association of Manufacturers. The demand for space by exhibitors has been so great that the managers found it necessary to limit the time for the receipt of goods to December 14, 1897. In a report recently received at the Department of State, Consul PROSKAUER, writing from Puerto Cabello, speaks in the following favorable terms of the enterprise:

"Its usefulness will at first be confined to the large and rich territories tributary to Caracas, using the best and highest grade of goods; but its fame and benefits will no doubt induce merchants from the central and western portions of the Republic to inspect it. The actual sight of the goods or manufactures, their comparison with similar articles upon the spot, the interchange of opinion between American representatives and Venezuelan merchants with regard to the minor details of purchases must prove instructive and profitable to both and disabuse their minds of serious misconceptions. The Government is doing its utmost to encourage the undertaking, while the friendly feeling of the natives for everything American will certainly induce them to exert their influence to crown the efforts of the projectors with success."

PHILADELPHIA COMMERCIAL MUSEUMS.

Proposed International Commercial Congress.

The Philadelphia Commercial Museums, which found its inception in the idea of extending the trade of the United States with Mexico and the various countries of Central and South America and the West Indies, is now rapidly developing plans for holding an international congress composed of representatives of the entire commercial world. A recent number of the "Manufacturer" states, "that Chambers of Commerce and other trade organizations in Asia, Africa and Australasia are being invited to appoint members to the Museums' advisory board." As is known, this board already has representatives in many business centers in the United States, and also zealous and interested friends in other parts of the continent, in Mexico, in the Central American States, in Brazil, the Argentine Republic, Chile, and the various countries of South America. As the trade of the United States is constantly growing in South Africa, China, Japan, and Australia, it is highly desirable that the Museums should have its representatives there also. Judging by the favorable responses which are being received, there is no reason to think that the ambitious plans of the management will not be successfully carried out.

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RELACIONES COMERCIALES EN AMÉRICA.—VII.

LA COSTA ORIENTAL DE LA AMÉRICA DEL SUR.*

Los países que ahora hay que tomar en consideración, tratándose de este asunto, son las repúblicas sudamericanas que quedan sobre el Atlántico ó tienen vías naturales de comunicación que conducen á él. Clasificándolos en órden á las distancias que los separan de los Estados Unidos, esos países son el Brasil, el Uruguay, la República Argentina y el Paraguay. Este último es el único que carece de costa sobre dicho mar. Los medios de trasportación entre los Estados Unidos y esa vasta región sudamericana, que no solamente contiene inmensas riquezas naturales en vía de desarrollo, sino que cuenta con una industria y un tráfico bién establecidos, son buenos y directos, y no hay necesidad de esperar las facilidades adicionales, tan urgentemente requeridas en la costa occidental, que ofrecerá la construcción de un canal por Nicaragua ó por el Istmo de Panamá. La extensión del comercio actual de los Estados Unidos en la parte oriental de la América del Sur depende, pués, de condiciones que ya existen y que no es menester crear.

*El primero de esta serie de artículos fué publicado en el BOLETÍN MENSUAL correspondiente al mes de julio de 1897.

El canal interoceánico sería muy útil para acortar la distancia entre la costa oriental de la América del Sur y el litoral occidental de todo el continente, pero ejercería solamente una influencia indirecta en el comercio entre la costa sudamericana sobre el Atlántico y el litoral de los Estados Unidos sobre ese mar y sobre el Golfo de México. Las rutas más cortas y prácticas de comunicación son las del Atlántico, y las únicas condiciones que se necesitan para el desarrollo comercial son las mismas que se observan siempre en el tráfico marítimo. En otras palabras, no tenemos sino buscar los medios de aumentar el cambio de productos por las vías acostumbradas, donde no existen obstáculos naturales que remover. Si podemos obtener la cantidad necesaria de mercancías para ese comercio y los navíos que las conduzcan, el problema está resuelto.

Aunque los puertos de la costa oriental de la América del Sur son el término directo y preciso de las rutas que parten de los Estados Unidos, su posición geográfica respecto de este país no es tal que pueda ofrecer grandes ventajas en la lucha comercial con las naciones europeas. Según se expuso en el primer artículo de esta serie, el continente sudamericano avanza en el Atlántico bastante al este de una línea tirada de Nueva York directamente al sur, y es por esto que los puertos de Europa que quedan más al norte, distan de dicho continente poco más que las grandes ciudades del litoral de los Estados Unidos.

Las condiciones son, pues, más parecidas en la competencia comercial en México, la América Central, las Antillas y la costa setentrional de la América del Sur, países que quedan mucho más cerca de los Estados Unidos, lo cual da á estos últimos grandes ventajas sobre sus rivales de Europa, y estas ventajas se extenderán, como lo hemos manifestado á menudo en estos artículos, al litoral occidental de la América del Sur, una vez que se haya construido el canal de Nicaragua ó el de Panamá. Sin embargo, es tan grande el tráfico de la costa oriental de la América del Sur, que la parte que de él toca á los Estados Unidos, aun en condiciones poco favorables, geográficamente hablando, asume proporciones considerables, especialmente cuando se compara con lo que ocurre en la costa occidental. Según datos de la Tesorería de los Estados Unidos, las importaciones que de la costa oriental de la América del Sur se hicieron en este país y las exportaciones que de aquí

fueron para allá, durante los años económicos que terminaron el 30 de junio de 1896 y 1897, ascendieron á lo siguiente:

Costa Oriental de la América del Sur.

	Importaciones de.		Exportaciones á.	
	1896.	1897.	1896.	1897.
	Pesos.	*Pesos.*	*Pesos.*	*Pesos.*
República Argentina	9, 313, 385	10, 772, 627	5, 979, 046	6, 384, 984
Brasil	71, 060, 046	69, 039, 389	14, 258, 187	12, 450, 061
Paraguay	.....	.....	.....	740
Uruguay	3, 242, 428	3, 515, 054	1, 481, 200	1, 213, 426
Total	83, 615, 859	83, 327, 070	21, 718, 433	20, 049, 211

El comercio total de los Estados Unidos con la América del Sur en el mismo año, fué como sigue:

América del Sur.

Importaciones de.		Exportaciones á.	
1896.	1897.	1896.	1897.
Pesos.	*Pesos.*	*Pesos.*	*Pesos.*
108, 828, 462	107, 389, 009	36, 297, 671	33, 768, 493

Vemos, pues, que del total de lo que se importa en los Estados Unidos de la América del Sur, más de las tres cuartas partes vienen de la costa oriental, mientras que casi las dos terceras partes de la exportación total de este país para la América del Sur, van á la misma región. En comparación con este tráfico, el que los Estados Unidos hacen con la costa occidental es insignificante en la actualidad, según se expuso en el artículo anterior. La posibilidad de su desarrollo es lo único digno de atención.

Véase el siguiente cuadro:

Costa occidental de la América del Sur.

	Importaciones de.		Exportaciones á.	
	1896.	1897.	1896.	1897.
	Pesos.	*Pesos.*	*Pesos.*	*Pesos.*
Bolivia	Ninguna.	Ninguna.	21, 907	7, 787
Chile	4, 709, 017	3, 792, 434	3, 431, 808	2, 578, 911
Ecuador	763, 643	566, 526	689, 416	734, 868
Perú	712, 696	722, 089	999, 381	1, 108, 436
Total	6, 185, 356	5, 081, 049	5, 142, 512	4, 430, 002

Mientras no se haya concluido el canal interoceánico que ofrecerá una ruta más corta y barata entre los Estados Unidos y el litoral de la América del Sur sobre el Pacífico, debe esperarse, comparativamente hablando, muy poco aumento en el mencionado tráfico; pero el monto total del que ya existe, así como las riquezas agrícolas del Brasil y de los países bañados por et río de la Plata, prometen un inmenso desarrollo en el comercio é indican que la costa oriental de la América del Sur está llamada á cultivar relaciones más estrechas con los Estados Unidos.

Desde el punto de vista de los fabricantes y exportadores de los Estados Unidos, las actuales relaciones con los países de la costa oriental de la América del Sur no son satisfactorias, porque mientras este país compra de aquéllos más de $83,000,000 en productos cada año, les vende solamente como $20,000,000, ó sea menos de la cuarta parte. Hoy que el fabricante americano compite ventajosamente con el europeo en sus propios mercados, no ve razón ninguna para que no pueda hacer otro tanto en la América del Sur y en el resto del mundo. No toma en cuenta los obstáculos creados por la costumbre, por antiguas relaciones comerciales, por hostilidades arancelarias y por el capital europeo, que cuenta con instituciones bancarias y que establece el tipo del cambio. Es indudable que con el tiempo se podrán vencer estos obstáculos, pero solamente por medio de esfuerzos inteligentes y continuos.

El factor más poderoso para acabar con ellos sería quizá una política de reciprocidad bién meditada, que proporcionara la mayor facilidad posible en el cambio de productos sin menoscabo para las industrias establecidas. Semejante política, calculada únicamente para producir los resultados más benéficos en favor de las partes contratantes, contribuiría notablemente, sin duda alguna, á retirar de Europa el mencionado tráfico y á unir á las repúblicas americanas no por meras consideraciones de sentimiento, sino por los estrechos lazos del interés. Ya se han tratado en estos artículos detalladamente las cuestiones secundarias, pero no por eso menos interesantes, que versan sobre la necesidad de que se aumenten las facilidades de transportación con navíos que naveguen bajo las banderas de las repúblicas americanas; sobre lineas férreas que unan á los diferentes países entre sí con eslabones de

acero, y sobre la conveniencia de que los usos comerciales de los Estados Unidos se adapten á las necesidades peculiares del tráfico sudamericano; pero es preciso que dichas cuestiones no es pierdan de vista, sino que se llame constantemente hacia ellas la atención de cuantos se interesan en el problema de las condiciones comerciales de América, como cosa indispensable para la pronta y legítima extensión del tráfico.

De los países de que se trata, el Brasil es el que tiene el tráfico más grande con los Estados Unidos, el cual ascendió durante el último año económico, que terminó el 30 de junio de 1897, á más de $69,000,000 en cuanto á las exportaciónes á los Estados Unidos, y á $12,450,000 por lo que hace á las importaciones de este país. Hubo una diminución de $2,000,000 en las exportaciones, comparadas con las del año anterior, y de $1,800,000 en las importaciones, pero esto no tiene significación especial en un tráfico total de màs de $81,000,000, y ya se habían visto estas fluctuaciones en años anteriores. Hablando en general, no puede decirse que las compras que el Brasil hace en los Estados Unidos hayan aumentado de una manera permanente durante años consecutivos, y por lo que respecta á lo que vende á este país, ha disminuido de 1893 á esta parte en $7,000,000.

Este estado de cosas es tanto más notable cuanto que no existe un país sud americano que abrigue hacia los Estados Unidos sentimientos más cordiales que el Brasil, ó con el que daten de más tiempo íntimas relaciones comerciales. Sus principales productos agrícolas, tales como café, azúcar, goma elástica, etc., son casi exclusivamente tropicales, y, por tanto, no puede decirse que están en competencia con los de los Estados Unidos. Así es que este país puede muy bien otorgarle concesiones arancelarias sin peligro de perjudicar sus propias industrias. Por otra parte, hay una inmensa variedad de artículos alimenticios y de artefactos que el Brasil importaría gustoso de los Estados Unidos en mayores cantidades, si existieran condiciones más favorables. Es de todos los países del Hemisferio Occidental el que ofrecería mayores ventajas á los Estados Unidos, si se estableciera con él un sistema de reciprocidad cuidadosamente preparado.

Las relaciones comerciales entre la República Argentina y los Estados Unidos presentan mayores dificultades, debido á la simili-

tud en algunos de los principales productos de ambos países, tales como el trigo y las lanas. La República Argentina, sin embargo, tiene los productos de la zona tórrida y de la templada, y algunos artículos, como el azúcar, que no hacen sino ligera competencia á productos de los Estados Unidos, podrían servir de base para mutuas concesiones. Se asegura también que cierta clase de lanas argentinas no se producen con ventaja en los Estados Unidos, y que su introducción podría permitirse bajo condiciones más favorables, aun que por otra parte se sostiene que, con la debida protección arancelaria, las ovejas que dan aquella lana prodrían criarse en los Estados Unidos.

Cuestión es ésta que deben arreglar de una manera práctica aquellos que tienen la competencia necesaria para hacerlo, y á este respecto es quizá oportuno observar que la reciprocidad implica necesariamente concesiones mutuas con el objeto de alcanzar para el mayor número los mayores beneficios. El tráfico de la República Argentina es enorme, y asciende anualmente á la suma de $200,000,000. De esa cantidad solamente el 7 por ciento corresponde á los Estados Unidos, y es evidente que vale la pena de tomar en consideración la posibilidad de que el monto de ese comercio se eleve.

Los principales productos del Uruguay se parecen mucho á los de los Estados Unidos, y son los siguientes: ganado vacuno, lanas, maíz, trigo, etc., pero los datos comerciales demuestran que el Uruguay vende á los Estados Unidos mucho más de lo que les compra. Si los exportadores americanos hicieran los debidos esfuerzos, no cabe duda de que aumentarían el consumo de algunos artículos de los Estados Unidos, tanto en el Uruguay como en el Paraguay. En el Uruguay, por ejemplo, se necesitan grandes cantidades de kerosene y de maderas que los Estados Unidos podrían suministrar casi exclusivamente, si en aquel país se redujeran los derechos sobre dichos artículos.

Se observará que fuera del Paraguay, país con el cual los Estados Unidos apenas trafican, todos los demás de la costa oriental de la América del Sur tienen un sobrante á su favor en el comercio con nosotros. Si se llegara á un arreglo en lo relativo á derechos de aduana, es indudable que, dadas las simpatías naturales que la República Argentina, el Brasil y el Uruguay sienten por la República hermana del norte, negociarían en mayor

escala con un país que les ofrece tantas ventajas. La solución del problema sobre el aumento del tráfico se encuentra en la celebración de buenos convenios de reciprocidad y en esfuerzos más activos por parte de los comerciantes de los Estados Unidos, á fin de sobreponerse á los que hacen los industriales y exportadores europeos.

Joseph P. Smith

EL AUTOR DEL SISTEMA DE RECIPROCIDAD.

Por ALEX. D. ANDERSON.

Desde que el Congreso de las Repúblicas Americanas, celebrado en Wáshington en 1889, inició sus discusiones sobre la reciprocidad, se ha tratado varias veces de poner en claro, desde las columnas de la prensa, quien fue el verdadero autor de aquella popular medida.

Uno de los periódicos, después de publicar un número considerable de comunicaciones, en todas las cuales se atribuía la creación de aquel sistema á estadistas modernos, declaró al fin en un editorial que aquella cuestión no había sido resuelta y que, por tanto, quedaba pendiente todavía como materia abierta á discusión.

Según opinión general, la doctrina de la reciprocidad es de creación moderna, pero en realidad data casi desde de la fundacion del Gobierno americano y debe su origen á uno de los padres de la República.

El mejor medio de decidir la controversia es tomar desde su principio la historia comercial de los Estados Unidos, tal como se registra en los "American State Papers," y estudiarla en orden cronológico, hasta dar con la página en que por primera vez se haga mención del asunto.

El primer volumen, relativo á las relaciones exteriores durante la primera administración del Presidente WASHINGTON, contiene muy pocos datos sobre el comercio extranjero hasta el año 1793, en que THOMAS JEFFERSON, Secretario de Estado, dirigió á la Cámara de Representantes un informe sobre la materia. Este informe fué escrito en cumplimento de una "resolución" de

aquella Cámara (febrero 23 de 1791), en la cual se ordenaba al Secretario de Estado que informase al Congreso "de la naturaleza y extensión de los privilegios y restricciones de las relaciones comerciales de los Estados Unidos con las naciones extranjeras, y de las medidas que, á su juicio, debieran adoptarse para el adelanto del comercio y la navegación."

El texto del informe y el tiempo empleado en su preparación, muestran que aquél está basado sobre una investigación cuidadosa del asunto. Este informe es el primer documento formal sobre nuestras relaciones comerciales con el extranjero, y es digno del espíritu organizador de aquel gran estadista americano.

Después de sentar los hechos relativos á nuestro comercio con las principales naciones del mundo, Mr. JEFFERSON entra á tratar extensamente sobre la teoría ó plan, que, á su juicio, debiera regir las relaciones comerciales. Dice: "Conocidos los obstáculos que impiden el desarrollo del comercio y de la navegación de los Estados Unidos, la cuestión ahora consiste en encontrar los medios más adecuados para remover aquellos obstáculos, modificarlos ó contrarestarlos.

"En cuanto al comercio, pudieran emplearse dos métodos: el primero consiste en negociar tratados con las naciones cuyo comercio con los Estados Unidos adolece de aquellos obstáculos ó restricciones; el segundo consiste en la acción independiente de nuestro poder legislativo para contrarrestar aquellos efectos.

"De estos dos medios, el primero es indudablemente el mejor.

"En vez de obstaculizar el comercio con un sinnúmero de reglamentos, derechos y prohibiciones, se le podría librar de sus trabas en todas las partes del mundo; todos los países podrían dedicarse á la producción de aquello á que están más adecuados por su naturaleza, y podrían cambiar libremente sus productos, satisfaciendo así sus respectivas necesidades; la producción de los varios artículos de comercio que contribuyen á la vida y a la felicidad humanas aumentaría entonces considerablemente, y le género humano crecería en número y mejoraría de condición.

"Aunque haya de iniciarse este sistema con una sola nación, es de recomendarse que así se haga, pues su aplicación á cada país separadamente es el único medio de extender aquel sistema á todos los demás. Cuando sea necesario para una ú otra de las partes

levantar recursos por medio de la imposición de derechos al comercio, el libre cambio entre las dos naciones podría alterarse respecto de los artículos que sean objeto del impuesto, por medio de acuerdos de reciprocidad, preservando el libre cambio en todo su vigor en cuanto al resto del comercio.

Pero en caso de que alguna nación, contra nuestros deseos, considere que es mejor para sus intereses continuar su sistema de prohibiciones, derechos y ordenanzas, sería entonces nuestro deber dar protección á nuestro comercio y á nuestra navegación por medio de un sistema análogo de prohibiciones, derechos y ordenanzas. *El comercio libre y la navegación libre no deben concederse en cambio de restricciones y perjuicios que no es de suponerse que al fin sean aminorados por aquella franquicia.*

"*Los siguientes principios fundados en la reciprocidad parecen ser perfectamente justos y no ofrecen ningún motivo de queja para ninguna nación.*

Cuando una nación imponga altos derechos á nuestros productos ó prohiba en absoluto su introducción, nosotros tendremos razón de hacer otro tanto con los suyos, gravando ó excluyendo primero los que importe en nuestro país en competencia con los nuestros; después excogiendo aquellas manufacturas que le compremos en mayor cantidad y que al mismo tiempo nosotros podamos procuramos fácilmente ú obtener de otros países, é imponerles al principio derechos bajos, aumentándolos á medida que se abran otros mercados que las suministren. Estos derechos fomentarían indirectamente las industrias nacionales de la misma clase é inducirían á los fabricantes de dicha nación á venir á nuestro país, en donde una subsistencia mas barata, la igualdad de leyes y la salida de sus productos libres de derechos, asegurarían la mayor utilidad á su pericia á diligencia."

El documento del cual copiamos los párrafos que preceden, es de especial importancia para las cámaras de comercio y otras instituciones comerciales de los Estados Unidos, que tal interés han mostrado últimamente en la cuestión de reciprocidad, y debiera producirse como materia de consecuencia y utilidad públicas.

REPÚBLICA ARGENTINA.

COMERCIO EXTRANJERO DURANTE EL PRIMER SEMESTRE DEL AÑO DE 1897.

Del informe publicado por el Departamento Nacional de Estadística, se han tomado los siguientes datos acerca del comercio extranjero de la República Argentina durante los primeros seis meses del año corriente:

El total de las importaciones y exportaciones, exceptuando la moneda acuñada, ascendió á $113,742,314, en oro, contra $121,773,627 durante el mismo período en 1896, ó sea una diminución de $8,031,313, de los cuales $2,068,868 pertenecen á la importación y $5,968,445 á la exportación.

Las importaciones ascendieron á la suma de $49,987,541, distribuida del modo siguiente:

Artículos gravados	$43,045,658
Artículos libres	6,658,128
Moneda acuñada	283,762

Comparadas con las importaciones de la primera mitad del año de 1896, estas cifras muestran una diminución de $2,143,428 en artículos gravados, y de $5,387,390 en moneda acuñada, mientras que los artículos libres han aumentado en un valor de $74,560.

La diminución se ha notado principalmente en los productos del reino vegetal ($1,349,339); en maderas y sus manufacturas ($591,412); en tejidos y materias textiles, con excepción de los artículos de seda y algodón ($1,170,960); en alcoholes, vinos y otros bebidas ($355,830).

La diminución creciente que se nota en las entradas de vinos ordinarios en barriles es, sobre todo, sorprendente. Este artículo, cuya importación durante el primer semestre de 1895 representó un valor de $3,280,000 en oro, cayó sucesivamente á $2,820,000 durante el período correspondiente de 1896, y á $2,552,668 en 1897. Esto se debe en gran parte al incremento que ha tomado desde hace algunos años el cultivo de la vid en las provincias del noroeste de la República Argentina. Los vinos de San Juan, de Mendoza, etc., que son preparados con más cuidado que antes, se

consumen ahora como vinos de mesa ordinarios, y comienzan á hacer competencia seria á los vinos franceses é italianos.

Los artículos que han aumentado son los siguientes:

Los productos químicos y farmacéuticos	$200, 938
Hierro y sus manufacturas	1, 338, 300
Tejidos de seda y lana	169, 921
Vermut	109, 825

El aumento que se observa en la tabla precedente es todo en favor de la importación de Italia, pues el vermut italiano es casi el único que se consume en el país.

A continuación se verá el valor de las importaciones de diferentes países, hechas en la República Argentina durante los años de 1896 y 1897.

País.	1897.	1896.	Aumento.	Diminución.
Gran Bretaña	$18, 947, 560	$20, 424, 178	.....	$1, 476, 618
Francia	5, 778, 087	5, 553, 070	$225, 017	.....
Alemania	5, 728, 254	6, 358, 227	.....	629, 973
Italia	5, 342, 946	5, 400, 741	.....	57, 795
Estados Unidos	4, 985, 746	4, 933, 336	52, 410	.....
Bélgica	4, 186, 946	4, 116, 154	70, 792	.....
Brasil	1, 826, 803	2, 479, 301	.....	652, 498
España	1, 755, 175	1, 410, 244	344, 931	.....
Paraguay	578, 481	502, 184	76, 297	.....
Uruguay	295, 386	335, 163	.....	39, 777
Chile	96, 343	11, 443	84, 900	.....
Holanda	52, 166	64, 189	.....	12, 023
Portugal	31, 229	43, 908	.....	12, 680
Las Antillas	28, 007	18, 111	9, 896	.....
Bolivia	23, 177	23, 677	.....	500

Durante el mismo período las exportaciones ascendieron á la suma de $65,218,829, y fueron como sigue:

Artículos gravados	$39, 771, 228
Artículos libres	24, 267, 307
Moneda acuñada	1, 180, 294

Estos datos, comparados con los del primer trimestre del año precedente, muestran que la exportación de artículos gravados ha aumentado en $5,574,633, y la de moneda acuñada en $1,076,132, y que la exportación de productos libres ha disminuido en $11,537,078. Esta diminución, que afecta casi únicamente á los productos agrícolas, es consecuencia de la devastación ocasionada por las langostas, que casi destruyeron por completo la última cosecha de cereales.

Los países que compran productos argentinos figuran en el orden siguiente:

País.	1897.	1896.	Aumento.	Diminución.
Francia	$14,871,335	$14,932,860	.....	$61,525
Alemania	9,321,283	8,456,197	$865,086	.....
Gran Bretaña	7,651,223	8,146,182	.....	494,959
Bélgica	6,303,584	7,665,597	.....	1,363,013
Brasil	5,675,423	4,629,751	1,045,672	.....
Estados Unidos	5,227,765	3,281,279	1,946,486	.....
Italia	1,928,723	1,882,031	46,692	.....
Chile	1,127,721	1,354,712	.....	226,991
Uruguay	1,103,593	1,656,067	.....	552,474
España	512,285	457,934	54,351	.....
Bolivia	270,491	265,478	5,013	.....
Las Antillas	187,546	128,253	59,293	.....
Paraguay	73,440	82,634	.....	9,194
Holanda	33,133	438,528	.....	405,395
Portugal	10,142	14,088	.....	3,946

El valor de las exportaciones á los Estados Unidos durante el primer semestre de 1897 y de 1896, muestra un aumento de $1,946,486.

COLOMBIA.

MANUFACTURAS AMERICANAS.

El Señor BIDLAKE, Cónsul de los Estados Unidos en Barranquilla, Colombia, hace, en el informe anual á su Gobierno, algunas indicaciones oportunas respecto de las manufacturas americanas que llegan á aquella república. Una de las quejas principales de los comerciantes colombianos, es que las mercancías americanas no son tan bien empaquetadas como las europeas. Además, la necesidad de negociar por medio de casas comisionistas, en vez de hacerlo directamente con los fabricantes, da por resultado el reempaque de las mercancías y, por conseguinte, un aumento de peso en el bulto. En Colombia los derechos de importación se pagan sobre el peso bruto de los fardos ó cajas, según la clase, y, por lo mismo, debe evitarse que pesen más de lo que es absolutamente necesario.

Las herramientas americanas son preferidas á las europeas, porque son más bien hechas, más ligeras y más cómodas, siendo, además, más baratas. Los fabricantes alemanes imitan exactamente los machetes de Collins, que son vistos en la America del Sur como los mejores, y los garantizan como de igual calidad, ofreciendo reponerlos si se rompen.

Los muebles son todos importados, y de los Estados Unidos se llevan las sillas amarillas baratas de calidad ordinaria y con asiento de junco. Los aparatos para luz eléctrica que van de los Estados Unidos, cuestan más que los europeos, especialmente las lámparas incandescentes que valen 18 centavos cada una, mientras que las italianas se venden á 10.6 centavos. El alambre americano se vende un 10 ó un 15 por ciento más caro que el alemán. El calzado para mujeres y niños es todo importado, y generalmente es del estilo francés. El calzado para hombres es hecho en el país, pero las palas son importadas.

COSTA RICA.

El General J. S. CASEMENT, que últimamente ha obtenido del Gobierno de Costa Rica una concesión para construir el Ferrocarril del Pacífico, que atravesará la república y pondrá en comunicación la costa del Atlántico con la del Pacífico, acaba de regresar de Costa Rica y ha dado al público informes muy importantes acerca de la situación política y comercial de aquel país.

El General CASEMENT manifiesta que el Presidente IGLESIAS se muestra muy deseoso de fomentar las relaciones comerciales entre su país y los Estados Unidos. Ya el tráfico principal de Costa Rica es con los Estados Unidos, y dos quintas partes del mismo se hace con Nueva Orleans. No existe razón alguna para que, empleando los esfuerzos debidos, las cuatro quintas partes del comercio de Costa Rica no se haga con los Estados Unidos. Los costarricenses tienen necesidad de maquinaria, y á los fabricantes americanos se les ofrece la oportunidad de proveerles de ese artículo.

El Presidente IGLESIAS tiene el proyecto de realizar muchas mejoras en el país. Se están construyendo ferrocarriles, y el desarrollo de la navegación de los ríos más navegables hácia el interior, ocupa mucho la atención del Gobernante. Con este objeto se trata de atraer el capital extranjero á fin de que se exploten las grandes riquezas naturales. Casi todos los productos tropicales se pueden cultivar, y existen minerales de varias clases. El clima es excelente.

GUATEMALA.

NEGOCIOS DE BANCO

Los cuatro bancos principales de Guatemala, obrando de acuerdo con el Gobierno, han concluido un arreglo con el Deutsche Bank, de Alemania, para un empréstito de 6,000,000 de marcos ($1,500,000) por el término de doce meses. El objeto que se tiene en mira con esta medida económica es garantizar el pago de los billetes emitidos por los bancos interesados en el asunto.

Tan pronto como el Gobierno dé la autorización formal, el Deutsche Bank procederá á comprar barras de plata hasta por valor de $500,000, y las remitirá á Guatemala. Con esto no hará otra cosa el banco alemán que dar mayor incremento á las grandes transacciones económicas que hace ya con el Gobierno de Guatemala, pues los intereses del empréstito sobre el café se pagan por su medio. Los cuatro bancos interesados en la negociación son los siguientes: El Agrícola Hipotecario, el Internacional, el Banco de Guatemala y el de Occidente.

HAITÍ.

NUEVO GABINETE.

El Gabinete haitiano ha sido reorganizado del modo siguiente:

Ministro del Interior, M. AUGUSTE TANCRÉDE.

Ministro de Comercio y Hacienda, M. PLAISANCE.

Ministro de Relaciones Exteriores y de Asuntos Eclesiásticos, M. BRUTUS ST. VICTOR.

Ministro de Guerra y Marina, M. GUILLAUME VELBRUN.

Ministro de Fomento y Agricultura, M. CINCINNATUS LECONTE.

Ministro de Justicia y de Instrucción Pública, M. ANTOINE CARMELEAU.

Los caballeros que componen el Gabinete han ocupado antes puestos oficiales de importancia y sus nombramientos han sido únanimemente aprobados por la opinión pública.

NUEVOS PROYECTOS ECONÓMICOS.

El Honorable WILLIAM F. POWELL, Ministro de los Estados Unidos en Haití, avisa que ha sido sometido á la Cámara de Diputados un proyecto de ley para la consolidación de todas las deudas de la República en una sola deuda nacional, á cuyo afecto se emitirán bonos. Con este objeto se trata de negociar un empréstito de $6,000,000 en los Estados Unidos, con el 6 por ciento de interés anual. Dicha cantidad servirá para el pago de toda la deuda actual del país, que asciende á $26,875,784 en moneda de Haiti, y para poner fin al papel moneda y sustituirlo con moneda de oro, tomando como unidad monetaria el peso de los Estados Unidos.

Para garantizar el proyectado empréstito, se tomará una parte de los derechos de exportación sobre el café, que se calculan en cerca de $2,000,000 anualmente, y, además, si fuese necesario, se dedicará á eso mismo una parte de los derechos de importación.

Estas cantidades formarán un fondo de amortización para el servicio de la deuda y su redención. También se proyecta, en caso de obtener el empréstito, la reacuñación en los Estados Unidos de la moneda fraccionaria de plata, tomando por base la de este país.

El Ministro POWELL opina que estos arreglos económicos tenderán á establecer relaciones más estrechas con los Estados Unidos, y, en consecuencia, á disminuir la influencia de Francia y Alemania, que ha predominado en la Isla.

MÉXICO.

CULTIVO DE LA GOMA ELÁSTICA Ó HULE.

Numerosas preguntas se han dirigido á esta Oficina últimamente acerca de la producción de goma elástica en México, y en contestación á ellas, publicamos los siguientes informes, que son el resultado de investigaciones hechas por Mr. GEORGE D. COLEMAN para el periódico titulado "The Two Republics."

Hasta la fecha, el Brasil ha sido el primer país productor de goma elástica, pues su exportación anual de este producto asciende á un valor de $100,000,000. Sin embargo, en México y en la

América Central se encuentran terrenos tan buenos para ese cultivo como en el Brasil, con la ventaja de gozar de un clima excelente. Antiguamente, toda la goma elástica se extraía de árboles silvestres, pero habiendo aumentado el consumo de este artículo, y, en consecuencia, su precio, considerables capitales se invierten ahora en esa industria y muchos se dedican á ella con positivo lucro.

Los árboles que producen la goma elástica no crecen bien á una elevación mayor de 500 pies sobre el nivel del mar, y los mejores terrenos para ese cultivo son los bajos y húmedos, pero no pantanosos. Hace poco se podían comprar grandes porciones de terrenos muy aparentes para la producción de la goma elástica por 25 centavos el acre, pero con el desarrollo de la industria, el valor de aquéllos ha aumentado y ahora cuestan generalmente de $2 á $5, moneda mexicana, el acre. No hay que olvidar, sin embargo, que en esos terrenos se pueden también sembrar otras cosas, tales como maíz, frijoles, etc., mientras que los árboles no han crecido demasiado, y dichos productos pueden venderse con suficientes ganancias para cubrir los primeros gastos de la plantación.

Después de comprar el terreno, el gasto principal es el de limpiarlo y prepararlo. Al limpiarlo, también se pueden sacar algunas ventajas, si hay buenos medios de transportación, porque los palos de tinte, el sándalo, la madera de águila, el ébano, la caoba, etc., se venden á precios tan buenos, que su explotación es lucrativa.

Es conveniente escoger los terrenos en las riberas de los ríos, donde el suelo es muy rico y arcilloso y la capa vegetal muy espesa. La presencia de muchos árboles de hule silvestres indica que el terreno es bueno para la producción de goma elástica. Conviene dejar en pie los árboles ya desarrollados, así como los tiernos, á fin de trasplantar estos últimos á distancias convenientes. La estación aparente para sembrar los árboles tiernos es la lluviosa, y debe ponérseles en hileras, mediando 15 piés entre árbol y árbol, y evitando que los de una hilera queden enfrente de los de otra. De esta manera se colocan como 193 árboles en un acre, que es el número que se puede poner con buenos resultados. Una vez sembrados, no han menester de cultivo ó atención alguna, y lo único que se necesita es impedir que se desarrollen malezas, para lo cual conviene sembrar maíz y frijoles. El árbol que produce la goma elástica se propaga por medio de las semillas y nueces

que caen del mismo en los meses de mayo y junio. Estas nueces pueden sembrarse en almácigas y obtener así un gran número de plantas, ó se pueden trasplantar de los bosques los árboles cuando están tiernos.

A los seis ó siete años la plantación está lista para rendir cosecha, y de aquí en adelante cada árbol deberá dar de 3 á 5 libras de goma elástica. Calculando en 600 libras lo que rinden 193 árboles y en 50 centavos por libra la ganancia sobre los gastos, tenemos una utilidad de $300, oro, por acre. De las diversas clases de árboles que producen la goma elástica del comercio, la mejor y más importante es la conocida con el nombre de "Castilla Elastica." Los árboles silvestres abundan en los bosques de los estados de Veracruz, Oaxaca, Chiapas, Tabasco y Campeche.

JENGIBRE.

Entre los productos tropicales de México, se cuenta el jengibre. Esta planta ha sido considerada como originaria de las regiones tropicales de Asia y de Africa, donde ha sido cultivada desde tiempo inmemorial. En los estados de Puebla, Guerrero y Chiapas, en México, se la encuentra silvestre, y se cree que fué introducida por Francisco de Mendoza como á mediados del siglo diez y seis.

Además de usarse como comestible, el jengibre es un valioso agente medicinal para la cura de las fiebres palúdicas y otras enfermedades que existen en los lugares donde crece. Para el cultivo de esta planta se necesita un suelo rico, y no crece en terrenos areniscos ó arcillos, ó en los muy húmedos, porque en estos últimos la raíz se pudre. La planta ha menester de lluvias abundantes para desarrollarse, y se necesita una temperatura que no baje de 40° F.

La época mejor para sembrar el jengibre en México y en la América Central son los meses de marzo y abril. Se entierran pedazos de la raíz á una distancia que varía de 1 pie á 18 pulgadas. El cultivo se acemeja en general al de la patata. La planta florece en setiembre y octubre, y en enero está lista para la cosecha, que exige muy poco trabajo, pués se reduce á extraer de la tierra los tubérculos. El procedimiento de preparación es también muy sencillo y exige muy poco gasto.

Un informe oficial sobre este asunto dice que, bajo condiciones

favorables, un acre de tierra debe producir 4,000 libras ó más, con un costo de uno y medio á dos centavos por libra. Los gastos de transportación del lugar donde el jengibre crece al puerto de Vera Cruz, no pasan de $1 el quintal, incluyendo los sacos. El precio del artículo en Nueva York varía de 12 á 20 centavos la libra, por lo cual se puede ver que una hacienda de 10 acres produciría una ganancia neta de 5 á 7,000 pesos por año.

EL CULTIVO DEL TABACO.

Personas entendidas en el cultivo y en el arte de labrar el tabaco, opinan que éste es el momento más opportuno de dar á conocer las excelentes calidades del tabaco mexicano para capas, en competencia con el artículo cubano, que en lo pasado ha tenido el primer puesto en el mercado. A causa del trastorno que la agricultura ha sufrido en Cuba con motivo de la revolución, grandes áreas de terrenos que se dedican al cultivo del tabaco, no han producido nada, y los plantadores se han trasladado á México en número considerable. Se manifiestan éstos muy entusiastas respecto de la riqueza del suelo, la abundancia de agua. el clima, etc. Afirman también lo que muchos viajeros han dicho ya acerca de que los buenos terrenos de Cuba para la siembra del tabaco están cansados, y que el alto precio de los abonos de primera clase que se necesitan á fin de poner á aquéllos en perfecta condición para el cultivo, haría imposible, aunque la guerra cesara ahora, el recuperar los antiguos mercados, porque el producto mexicano se hace cada día más conocido y puede venderse con más lucro que el artículo cubano.

El estado de Oaxaca, en particular, posee condiciones especiales para la producción de un tabaco que, debido á su poco peso, finura, color y aroma, es excelente para capas y se vende á precios muy altos en los mercados del mundo. Se asegura que tabaco de la mejor calidad para capas y que se vende á $4, oro, la libra, puede producirse en estas favorecidas regiones, especialmente en las tierras altas, junto á Ozumacín, que tienen agua por ambos lados, y cuyo suelo está compuesto de 80 ú 85 por ciento de arena, de 5 ó 6 por ciento de arcilla blanca, con el resto de substancias vegetables en descomposición. La última cosecha de tabaco de Ozumacín y del Valle Nacional fué, por término medio, de 3 á 4

arrobas por cada 1,000 plantas y se vendió á razón de 80 centavos á $1 la libra. El costo total, incluyendo almácigas, siembra, cosecha, preparación, etc., así como el interés del dinero, fué menos de 15 centavos por libra, lo cual deja ver una ganancia satisfactoria. Debido á condiciones climatológicas favorables, el producto resultó este año de mejor calidad, y como no hubo necesidad de resiembra, se calcula que el costo de preparar el tabaco para el mercado fué como de 12 centavos por libra. Cuando las plantas son muy pequeñas, los compradores pagan 80 centavos por libra, pero los plantadores opinan que el precio justo es $1.20 por tabaco no escogido y que ha de estar listo para embarcarse á fines de febrero ó principios de marzo.

Cigarros hechos de este buen tabaco han sido conocidos y apreciados en países extranjeros por largo tiempo. La preocupación en favor del tabaco cubano para capas ha sido hasta ahora tan grande, que había que empacar el tabaco en rama en fardos parecidos á los que envían de Cuba, á fin de poder venderlo pronto. Felizmente esta costumbre va decayendo ya, y como la fama y buen nombre del tabaco mexicano para capas van aumentando, es de esperar que la próxima cosecha será toda exportada como tabaco mexicano y nada más. Los fardos de "petate" hechos en México ofrecen más seguridad que los de "manta" que hacen en el Habana. Las facilidades para trasportar el tabaco de estos distritos por camino de hierro son excelentes, y cuando esté concluido el ferrocarril de Playa Vicente á Ozumacín, el viaje á Tlacotálpan será de doce horas solamente. Este puerto está situado en el Golfo de México, como á 25 millas tierra adentro, y la profundidad del agua á lo largo de los muelles es de 30 pies.

En el estado de Chiapas se produjo el año pasado un tabaco muy bueno para capas, con un gasto casi igual al que se hizo en Oaxaca y con ganancias semejantes.

Se calcula que la cosecha en el distrito de San Andrés Tuxtla será este año de 300,000 arrobas. Aunque este tabaco no es igual en calidad al de Ozumacín y al del Valle Nacional, en el estado de Oaxaca, es, sin embargo, muy bueno.

Se ha calculado que un terreno de 75 acres, en el que se puedan sembrar un millón de plantas de tabaco, rinde una cosecha cuyo valor neto es como de $62,000. Dejando $12,500 para gastos,

sobre la base de $3 por arroba, ó sean 12 centavos por libra, aun queda una ganancia de $50,000 en solo la cosecha de tabaco, sin contar otros productos secundarios, tales como maíz, frijoles, etc., que aumentan considerablemente las ganancias en el cultivo de dichas tierras.

LA CURTIDURÍA EN MÉXICO Y LAS VENTAJAS QUE OFRECE.

Entre las empresas que en México presentan halagadoras ventajas al capital, figura el establecimiento de una curtiduría cerca de la ciudad de México, con una fábrica anexa en que se prepare el cuero para correaje, para la manufactura de calzado, etc.

En los bosques que se encuentran en las altiplanicies de México, abundan el roble y otros árboles cuyas cortezas son útiles para curtir cueros. Se dedica especial atención desde hace algunos años al cultivo del canaigre, planta que contiene gran cantidad de ácido tánico y que es muy aparente para curtir cueros de calidad superior. Ya se exportan cantidades considerables de este artículo á los Estados Unidos y á Europa. El árbol llamado Cascalote (Rhus Cariaria), que se encuentra en abundancia en los estados occidentales, desde Oaxaca hasta Sonora, tiene una corteza que se exporta en grandes cantidades para el uso de las curtidurías. La producción de este artículo en 1895 fué de 2,176,810 kilogramos, con un valor de $243,070. Además de las mencionadas cortezas, la producción en el mismo año de otras usadas en la curtiduría, ascendió á 15,000,000 de kilogramos, con un valor de $457,167.

La principal industria pastoral de México es la cría de ganado vacuno. Grandes cantidades de reses vivas son exportadas anualmente á los Estados Unidos, además de las que se necessitan para el consumo interior. En los mataderos de la ciudad de México solamente, se mataron, según datos oficiales, 85,870 reces en 1895. Los cueros son exportados y regresan á México ya curtidos ó en la forma de efectos manufacturados. No hay razón para que la curtiduría no sea hecha en gran escala y con mucho lucro, dado el consumo de objetos de cuero en aquel mercado, y, sobre todo, teniendo á la mano las materias que se requieren para dicha industria.

PARAGUAY.

COMERCIO DURANTE EL AÑO DE 1896.

Los siguientes datos relativos á la situación comercial del Paraguay, han sido tomados de un informe oficial de fecha reciente.

AUMENTO DEL COMERCIO.

Puede decirse sin temor de equivocarse que en general el comercio del Paraguay está desenvolviéndose lentamente, pero por modo seguro. El aumento constante en los ingresos de aduana durante estos últimos años, la construcción de nuevos edificios para la residencia de particulares ó para el servicio del comercio, la apertura de nuevos establecimientos y la creciente demanda de artículos de lujo, tales como muebles y paños finos, asi como comestibles del extranjero, son muestras positivas de una creciente prosperidad.

Hay en Montevideo y Buenos Aires gran demanda de maderas de construcción, cueros, yerba mate, frutas y legumbres, pero el surtido de estos productos no es bastante todavía á cubrir la demanda.

CULTIVO DEL TABACO.

El tabaco era la principal, sino la única, planta que se cultivaba en el Paraguay, tanto para la exportación como para el consumo local; pero debido á los altos derechos de la Argentina y á los bajos precios que se ofrecían por la hoja, tanto en aquella república como en Europa, los labradores se han visto forzados, durante los dos últimos años, á sembrar sólo poco más de lo que necesitan para su consumo particular: en algunos casos han abandonado par completo el cultivo del tabaco y se han dedicado á los yerbales donde podían ganar bastante buenos salarios. El Gobierno está haciendo ahora esfuerzos especiales por formentar esta industria y encontrarle nuevos mercados.

DIFICULTAD DE CONSEGUIR TRABAJADORES.

En toda empresa particular en que es necesario el empleo de muchos brazos, la cuestión del trabajo presenta serias dificultades. Estas dificultades no desaparecerán probablemente mientras el país no esté más poblado, ó mientras no puedan obtenerse trabajadores extranjeros en lugar de los nativos. Pero hay además otros obstáculos que vencer, y es la dificultad de trasporte y la falta de medios de communicación.

FERROCARRIL.

La única vía férrea en un país cuya área, sin contar el Chaco, se considera de 65,160 millas cuadradas, es una línea de 155 millas de largo, que va de la Asunción á Pirapó, y es conocida con el nombre de Ferrocarril Central del Paraguay. No existen ramales.

YERBA MATE.

La yerba mate ó te del Paraguay es el artículo de exportación más importante. Hay dos clases de yerba mate en el comercio, pero la diferencia consiste sólo en la manera de prepararla. La clase conocida con el nombre de "mboroviré" se prepara secando la yerba simplemente al horno y golpeándola después con palos para dividirla en pequeños pedazos. La "molida" pasa por el mismo proceso, pero se muele después en un molino. Los derechos de exportación de la primera se aumentaron en 1895 de 30 centavos en papel á 10 centavos, oro, y los de la segunda, de 25 centavos en papel á 9 centavos, oro, por cada 10 kilos. El importe de los ingresos de aduana procedente de este artículo fué, en 1895, de $471,668 (£16,845). Los yerbales eran antes propiedad del Estado, pero la mayor parte ha sido vendida y está ahora en poder de unos cuantos capitalistas y compañías. La Compañía Industrial del Paraguay, que es dueña de la mitad aproximadamente de los yerbales del país, exporta anualmente unas 400,000 arrobas (4,512 toneladas). El total de yerba exportada durante el año pasado se calcula en 9,024 toneladas, y el promedio de precio por arroba (25 libras) fué de $11. 50 papel (7s. 8d.).

MADERA DE CONSTRUCCIÓN.

A causa de la falta de estadística y de datos de ninguna clase, es difícil hacer un cálculo correcto de la cantidad de madera exportada durante el año pasado, pero se dice qua la exportación de este producto durante el referido año ha sido considerablemente mayor que la de 1895, especialmente la exportación de madera dura.

CURUPAY.

A continuación se mencionan las principales maderas con sus precios y los usos á que mejor se adaptan:

El curupay es de color rojizo, duro en extremo y fuerte; dura muchos año debajo de la tierra ó del agua y se usa principalmente para atravesaños de caminos de hierro y pilotes para puentes y muelles. La cáscara se usa en el curtimiento de cueros. La gravedad específica es de 1.172 á 0.917, y el precio, 45 centavos oro por vara.

QUEBRACHO COLORADO.

El quebraeho colorado es una de las maderas más duras y duraderas del Paraguay, y se dice que puede conservarse bajo tierra ó agua tan bien como al aire. Es propio para pilotaje, atravesaños y puentes; también se usa para curtir. Este palo abunda principalmente en el Chaco, pero también se encuentra en la parte norte del país. Gravedad específica: de 1.392 á 1.232. Precio en Asunción, unos $25 por tonelada.

URUNDAYMÍ.

El urundaymí difiere poco del quebracho en resistencia y duración, pero no abunda tanto; el precio es el mismo, y su gravedad específica de 1.091 á 0.920.

PETEREVI.

El peterevi es una madera de valor que se usa en la fabricación de muebles, en trabajos de ebanistería, etc. En veta y color no difiere mucho del nogal americano; es susceptible de brillante pulimento, es de duración y relativamente ligero. Se dice que sirve también para mástiles y vergas. Gravedad especifica, de 0.810 á 6.19. Precio en Asunción, 55 centavos oro, por vara

LAPACHO.

El lapacho es de un color amarillo verdoso y de gran resistencia. Al aire se conserva sano por muchos años y no se raja fácilmente. Una gran cantidad de esta madera se exporta á Buenos Aires para su empleo en la construcción de caminos de hierro y barcos. Se usa en el país para la construcción de rayos de ruedas, botes y falúas. El "lapacho crespo" es una variedad veteada, y con él pueden hacerse muebles hermosos aunque pesados. Gravedad específica de 1.072 á 0.952. El precio es de unos 40 centavos oro por vara.

YBIRARÓ.

El ybiraró y el ybirapita se usan principalmente en la construcción de muebles y ruedas de carros. El primero es superior al segundo, pero no es tan abundante. Gravedad especifica de 1.038 á 0.744. Precio en Asunción, $2 por vara.

PALMAS NEGRA Y ROJA.

La palma negra y la palma roja son en extremo duras y se dice que á veces amellan el filo de las mejores hachas de acero. La palma negra sirve para enchapado fino y es susceptible de muy buen pulimento. Estas maderas duran por muchos años en el agua y bajo tierra. Se encuentran en el Chaco y el Paraguay propiamente dicho. Precio en Asunción, $2 poco más ó menos.

CEDRO Y TIMBO.

Entre las maderas más ligeras pueden mencionarse las varias clases de cedro y el timbo. El cedro se usa mucho en este país para la fabricación de muebles, puertas, hojas de ventana, cajas, etc.; es relativamente barato y se trabaja fácilmente. Se encuentra en el sur y el suroeste, pero en el Alto Paraná y en las Misiones paraguayas se da una clase de calidad superior. El timbo es una madera ligera de vetas semejantes á las del cedro, y crece á veces á gran altura y tamaño. Los indios hacen de esta madera sus canoas, artesas para agua, etc. Se exporta muy poco. Gravedad específica, de 0.440 á 0.328.

OTRAS MADERAS.

Sólo se han mencionado las maderas del Paraguay de mejor calidad y que más se usan, pero hay muchas otras, entre las cuales pueden mencionarse el tatané, palo santo, palo de lanza, laurel negro, palo de rosa, incienso y variedades de citrus

La cantidad de madera transportada por ferrocarril durante el año pasado se calcula en 30,000 toneladas.

TOMATES.

El tomate se da bien en el Paraguay, pero no es tan grande, ni de color tan intenso como el de Europa. Su demanda es grande en Buenos Aires á principios de la primervera, y puede venderse siempre á buen precio. Como unos 3,000 cestos fueron embarcados río abajo durante el año pasado.

PLÁTANOS.

Aunque el plátano crece aquí bien y es de excelente calidad, no se cultiva en lo que propiamente se llama grande escala. Los plátanos exportados á Buenos Aires ascienden probablemente á 10,000 racimos.

LIENZO.

En la importación de tejidos, el "lienzo" es tal vez la clase más importante, y se dice que procede casi exclusivamente de Manchester. Se usa mucho en este país, especialmente por las mujeres y los niños de la clase pobre que hacen de aquel género sayas y chales que usan en verano y en invierno. De las clases más gruesas se hacen toldos, biombos, etc. Parte de este lienzo viene de Alemania.

BRAMANTE.

Otro importante artículo de importación es el bramante, parte del cual viene de Alemania, aunque en su mayar parte es de fabricación inglesa. Las mujeres lo usan para sus camisas y chales.

CHALES.

Los chales negros de lana, ó mixtos de lana y algodón, conocidos en el país con el nombre de rebozos, son usados por casi todas las mujeres. Estos chales son, en su major parte, de fabricación alemana y belga, y son preferidos á los que se fabrican en Inglaterra, porque, son más baratos y los flecos son más largos y llevan mas labor.

TELAS DE ALGODÓN DE COLORES.

Las telas de algodón baratas y las muselinas vienen en su mayor parte de Inglaterra. El promedio anual de las ventas es de 100,000 piezas de 24 y 35 metros. Los géneros de esta clase, procedentes de Alemania, son superiores y obtienen, por consiguiente, un precio un tanto más alto.

DRILES, GÉNEROS PARA CAMISAS, ETC.

Las varias clases de driles y géneros de algodón para ropa de hombre son de fabricación alemana é italiana. Le mayor parte de las telas para camisas, imitación de Oxford y otras clases, proceden también de Alemania.

HILO DE ALGODÓN.

Se importan anualmente unas 3,000 cajas de carreteles de hilo de algodón de fabricación inglesa. Bélgica envía también algo de este artículo.

ARPILLERA.

Toda la arpillera que se importa es procedente de Dundee, y de 10 á 18 onzas en calidad. El promedio de venta anual es de unas 500,000 yardas. Este género se emplea principalmente para empaquetar yerba mate y tabaco.

EFECTOS DE FERRETERÍA Y QUINCALLERÍA, PORCELANA, CRISTALERÍA, ETC.

La mayor parte de los artículos de ferretería y quincallería que se importan, son de fabricación alemana y obtienen aquí preferencia á los de fabricación inglesa por razón de su baratura. Los artefactos esmaltados, los cristales y la porcelana, vienen principalmente de Austria, y se dice que son de calidad igual á los artículos de la misma clase fabricados en la Gran Bretaña, pero más baratos. Las herramientas de carpintería, cucharas, cuchillos de mesa, tenedores y utensilios de cocina, vienen en su mayor parte de Alemania y Francia y son de la clase más ordinaria y barata. Hay aquí un comercio considerable en cuchillos de vaina y puñales, pues casi todos los paraguayos cargan estas armas en sus fajas. Hasta ahora, estos artículos habían sido importados exclusivamente de Alemania, pero últimamente se han importado directamente de Inglaterra algunas cajas de cuchillos de calidad superior que han encontrado aquí fácil salida. El precio de cada uno es de 3½ á 10 pesos.

ALAMBRE DE HIERRO.

El alambre negro que se vende aquí para cercas, es de fabricación inglesa. Se prefieren los numeros 7, 8 y 9. Se importan anualmente unos 6,000 rollos de 450 yardas cada uno.

INSTRUMENTOS DE AGRICULTURA.

La venta de instrumentos de agricultura no es grande al presente. Hachas, machetes y azadas, son los instrumentos que obtienen más demanda, pues son á veces los únicos que se usan en este país en la preparación de la tierra para las siembras. Para cortar los árboles grandes, empléase primero el machete y después el hacha para terminar la operación; la azada se usa para romper el suelo. La mayor parte de los arados que de vez en cuando se ven en uso, son fabricados en el país y tienen rejas de madera. La mayor parte de las hachas y picos que se ven en los establecimientos, son fabricados en los Estados Unidos. De igual fabricación son los azadones, palas y azadas, pues solo unos cuantos de estos instrumentos vienen de Inglaterra y Alemania. Al presente, hay muy poca demanda de estos artículos.

AZÚCAR.

A pesar de que la caña crece en abundancia, no se fabrica azúcar. Todo el azúcar que se consume en el país se importa de Buenos Aires y es de fabricación francesa. Se importan anualmente unos 8,000 barriles de 115 kilos cada uno.

ARROZ.

La importación anual de arroz se calcula en 3,000 sacos del llamado de Bremen y en 1,000 del conocido con el nombre de "Piemonte." En el país se cultiva solamente una pequeña cantidad, que es inferior al arroz importado, y cuesta de $6.50 á $7 la arroba (25 libras).

VELAS.

La mayor parte de las velas de estearina que se importan proceden de Amsterdam. Las velas de sebo y de cera se fabrican en el país.

PETRÓLEO REFINADO.

El petróleo refinado—unas 10,000 cajas anualmente—se importa de los Estados Unidos.

CERVEZA, VINOS Y LICORES.

Cierta cantidad de la cerveza que se fabrica en Alemania, Montevideo y Buenos Aires se importa aquí en botellas, pero la mayor parte de la cerveza que se consume en el país es de fabricación local. Por razón de su ligera consistencia y su adaptabilidad al clima, estas cervezas obtienen preferencia sobre la cerveza inglesa De Francia, Italia y España se importan vinos en barricas y en botellas. También se fabrica vino en el país. No es de importancia el consumo de licores extranjeros.

PRINCIPALES COSECHAS.

Las principales plantas que se cosechan son maíz, mandioca, caña de azúcar, tabaco, alfalfa y frijoles. El maíz y la mandioca constituyen el principal alimento de los campesinos y de la clase pobre. Es muy difícil conservar el maíz por cierto tiempo, pues apenas se almacena es atacado por el gorgojo. El precio del maíz varía entre 50 centavos (4 d.) y $2 (1. s. 4d.) por arroba. La mandioca, es todavía el sustituto del pan entre una gran parte de la población del campo. En los pueblos se han establecido molinos de harina y panaderías, y el consumo del pan se está extendiendo con preferencia al de la mandioca.

TRIGO.

El trigo se importa de la Argentina. Se ha intentado varias veces el cultivo de este cereal en el Paraguay, pero sin éxito.

CAÑA DE AZÚCAR.

Se da bien aquí la caña de azúcar y hay numerosas plantaciones situadas en diversas secciones del país, pero hasta el presente se ha derivado muy poco

deneficio de este cultivo. No se produce azúcar. Una compañía se ha formado recientemente con el objeto de completar y explotar una fábrica de azúcar en Ibitimi, en la línea del ferrocarril. El dueño de esta fábrica quebró antes de que los edificios y trabajos de instalación se concluyeran. Sin embargo, el capital que se nececita no ha sido suscrito todavía. Casi el único uso á que destinan los paraguayos la caña de azúcar consiste en la destilación de aguardiente y fabricación de ron. Abundan en el país trapiches de madera y pequeños alambiques.

ALFALFA.

La alfalfa produce de cuatro á cinco cosechas al año y se vende de 30 centavos á $1.30 la arroba. Se dice que la yerba mala obstaculiza considerablemente el cultivo de esta planta.

CAFÉ.

El cultivo del café está todavía en estado experimental, pero se están fomentando numerosos cafetales en diferentes partes del país y especialmente en los establecimientos del Gobierno. El cafetal más grande está situado en el Departamento de Emboscada, cerca de la colonia de San Bernardino, que es un establecimiento alemán, situado en la orilla norte de la laguna Ipacary, la cual está cerca de la estación de ferrocarril de Patiñocué y distante unos 36 kilometros de Asunción. En este cafetal hay ya unos 200,000 matas en producción, cuyo fruto se dice que es superior al café brasilero. Hasta la fecha los resultados son satisfactorios y alentadores, pero no es posible decir al presente si la empresa dejará utilidades en definitiva.

El Gobierno asiste á los plantadores de café, facilitándoles la adquisición de la semilla y ofreciéndoles un premio de 30 centavos por cada mata transplantada en buenas condiciones al tiempo de la solicitud. Puede solicitarse también un préstamo de 30 centavos por cada mata, pagadero en dos plazos anuales de 15 centavos por mata.

ALGODÓN.

El algodón se cultiva en pequeña escala y es de excelente calidad. Con trabajadores buenos y en número suficiente el algodón podría cultivarse en mayor escala que en la actualidad. El Banco Agrícola se prepara á comprar algodón con semilla y sin semilla á $4 y $12 por arroba, respectivamente.

OTRAS PLANTAS TEXTILES.

Hay varias clases de plantas textiles en el país, entre las cuales puede mencionarse la caraguata que es una especie de piña silvestre que crece profusamente en muchos lugares. El ramié se ha cultivado con éxito en varias partes y se encontró que podían hacerse cuatro ó cinco cortes al año, pero hubo necesidad de abandonar las plantaciones por falta de maquinaria descortezadora.

ACEITE DE COCO.

El coco abunda en todo el país y el aceite que de él se extrae es de excelente calidad y se usa aquí principalmente en la fabricación de jabones. El Banco

Agrícola ha enviado muestras de este aceite á Europa y se han recibido pedidos de Ingaterra é Italia en cantidad mayor de la de que el Banco puede disponer en la actualidad. El precio que el Banco paga por el coco es de $2.70 por arroba.

NECESIDAD DE MÁQUINAS PARA CASCAR EL COCO.

Tal vez sea conveniente decir aquí, que para el propio desarrollo de la industria del aceite de coco en este país, se hace necesario el empleo de máquinas de mano para descascarar el coco. Las pocas ahora en uso están en Asunción y no dan buenos resultados. La máquina debiera construirse de modo que pudiera romper la cáscara del coco sin dañar la pulpa y producir unas 50 libras de coco por hora. La máquina debe quebrar la cáscara lo suficiente para facilitar la extracción á mano de la pulpa, de la cual el 90 por ciento, á lo menos, deberá salir de la máquina entero. El material de las máquinas debe ser resistente y la construccion lo más sencilla posible. Su precio no debe exceder de 10 libras esterlinas. Como el tamaño del coco no es uniforme, debe insertarse una pieza que distribuya los cocos entre las diferentes cascadoras, segun su tamaño.

Un cierto número de estas máquinas, tal como quedan descritas, encontraría inmediata salida.

CRÍA DE GANADO.

La cría de ganado es negocio más productivo que la mayor parte de las otras industrias del Paraguay; es, al menos, según se dice, uno de los negocios más seguros. El aumento anual del ganado en una estancia puede calcularse de 25 á 35 por ciento, pero el último tanto por ciento mencionado talvez no podría obtenerse sino en estancias donde los animales reciben el propio cuidado y donde el pasto es de calidad superior al ordinario.

El ganado es atacado raras veces de infecciones epizoóticas, por más que existen otros peligros á que está expuesto con frecuencia y de los cuales á menudo victima. Estos son las moscas, culebras, gusanos, sequiás y, á veces, los jaguares.

PRECIO DE LA TIERRA.

Los mejores terrenos se encuentran en los departamentos de Villa Concepción, San Pedro, San Estanislao, Ajos, Misiones, Neembucu, Caacupú y Caazapá. Una legua cuadrada de tierra (5,76 acres) puede comprarse por 45 libras esterlinas ó más; el precio varía según la clase de tierra, su situación y clase de yerba que produce.

Algunos terrenos pertenecientes á la Anglo-Paraguayan Company, Limited, que es propietaria de unas 3,460 millas cuadradas de tierra en la República, se vendieron recientemente á razón de £500 la legua; pero este es un precio excepcional y cualquiera porción de tierra, tal vez de tan buena calidad como aquélla, puede comprarse por mucho menos de la mitad de aquella suma.

Debe procederse con gran cuidado en la compra de terrenos en Paraguay, pues los títulos son á menudo defectuosos. Por consiguiente, antes de firmar un contrato, debe consultarse la opinión de un abogado respetable, en cuanto á la validez de los títulos del vendedor.

INDUSTRIAS.

Con excepción de las industrias de la yerba mate, la madera, el tabaco y las frutas, hay pocas más de importancia en el país. Hay varias cervecerías, tenerías, fábricas de fósforos y molinos de harina establecidos en Asunción y cerca de ella. Hay también una fábrica de jabón cerca de la ciudad, y con el aceite de coco se fabrica jabón de bastante buena calidad. También se fabrican en la capital, y en varios otros puntos del país, ladrillos y tejas, jarros y botellas de barro, escobas, sombreros de palma, hielo, frutas en conserva, agua de soda, tabacos, cigarros y velas. Como ya he observado, hay alambiques para la producción de aguardiente en todo el país. Las mujeres hacen una clase de encaje peculiar y artístico, así como manteles, servilletas, sobrecamas, camisas y excelentes hamacas de algodón basto del país. También hacen velas de sebo y de cera.

VAPORES.

Hay dos líneas de vapores de pasajeros entre el puerto de Asunción y el río de la Plata. Cada una de estas líneas hace un viaje semanal. También hay el servicio quincenal (de carga solamente) de los barcos de la "Brazilian Lloyd," entre Montevideo y Corumba, haciendo escalas en Buenos Aires y Asunción.

PERÚ.

EL DISTRITO AURÍFERO DE CARABAYA.

El Ministro de los Estados Unidos en Lima, Señor DUDLEY, ha enviado últimamente al Departamento de Estado un informe fechado el 8 de noviembre de 1897, respecto del distrito aurífero de Carabaya, en el Perú, y asegura que la pintura que allí se hace de la citada región es exacta y fidedigna. Los datos sobre que está basado dicho informe fueron suministrados por el ingeniero civil E. J. PREW, quien examinó personalmente las minas de oro de Carabaya.

Opina el Señor PREW que, comparativamente hablando, el país aun no está desarrollado y que por donde quiera se encuentran filones y depósitos muy ricos. Como el país está cubierto de bosques muy espesos, es difícil explorarlo. Generalmente se descubren las minas siguiendo el curso de los ríos que arrastran en sus corrientes sustancias minerales. La mina más importante que ahora se explota, es la de Santo Domingo, que una compañía americana compró últimamente, al contado, pagando por ella

£57,000. Esta corporación tiene ahora en camino un molino de veinte pilones con todos los accesorios necesarios para triturar y amalgamar minerales. El filón de la mina Santo Domingo varía de un pié seis pulgadas á ocho piés de ancho y contiene oro en la proporción de 8 á 800 onzas por tonelada. En algunas partes se ha encontrado el precioso metal en estado casi puro. Los operarios que se emplean son generalmente indios, á quienes se les pagan 40 centavos al día, moneda boliviana.

Otros minas ricas que se hallan en este distrito son las de San Juan, Raquel y María, cuya producción durante los diez y ocho meses pasados, unida á la de Santo Domingo, arroja un total de 2,500 libras del precioso metal.

Se conceden á los compradores de minas de oro tres meses desde la fecha de la denuncia para examinar el título de propiedad; al terminar este plazo, se les ortogan generalmente noventa días más, después de lo cual, si no se toma posesión de la mina, ésta puede ser denunciada de nuevo por otras personas. Desde el momento en que se establece un título perfecto de propiedad, el Gobierno recibe anualmente 15 soles por cada pertenencia.

El único obstáculo á la explotación con buen éxito de esta región minera, es la falta de medios de comunicación. Las mercancías son llevadas á cuestas por indios y los viajeros van casi siempre en mulas. Cuando hay que cruzar ríos que por su profundidad no es posible vadear, y donde no existen balsas, extienden un cable de hierro de un lado á otro, y el viajero, suspendido dentro de un cajón ó canasta, es conducido de una ribera á otra por medio de un sistema de motones. El costo de trasportar maquinaria es excesivo. De las estaciones más inmediatas en el ferrocarril de Juliana-Sicuani cobran £50 per tonelada.

CONSTRUCCIÓN DE UN FERROCARRIL.

En el BOLETÍN MENSUAL correspondiente al mes de deciembre de 1895, se publicaron los puntos principales de la concesión otorgada á Mr. CUTHBERT B. JONES y sus asociados, ciudadanos de los Estados Unidos. En cumplimiento de su contrato, estos caballeros organizaron últimamente en los Estados Unidos una corporación con el nombre de la Compañía del Pacífico, y á la fecha los ingenieros están haciendo el trazo del ferrocarril á que la

concesión se refiere. La línea principal partirá del puerto de Cherrepe y se extenderá hacia el oriente, en la provincia trasandina de Hualgayoc, como 230 kilometros. Esta vía abrirá al comercio una región muy rica en carbón, plata y petróleo, que ofrece también vasto campo á la agricultura por la posibilidad de cultivar allí la caña de azúcar, arroz, granos, café, cacao y tabaco. Se asegura que cuando esta línea llegue hasta la inagotable región carbonera de Hualgayoc, se obtendrá un carbón que es una combinación del bituminoso y de la antracita, tan rico como el de Pennsylvania, y que se venderá en el puerto de Cherrepe á $2 la tonelada, en competencia con el carbón inglés y otros que actualmente se venden en el mismo lugar á un precio que varía de $7 á $20 la tonelada. Se cree que, dada esta gran diferencia de precio, dichas minas podrán proveer los mercados de la costa Pacífico, desde Chile hasta San Francisco, y hasta los del Japón y China.

El Gabinete del Perú ha sido organizado últimamente como sigue:

Primer Ministro y Ministro del Interior, Señor ROMAÑA.
Ministro de Relaciones Exteriores, Señor RIVA-AGÜERO.
Ministro de Hacienda, Señor REY.
Ministro de Formento, Señor FLORES.
Ministro de Justicia, Señor LAVALLE Y PARDO.
Ministro de Guerra y Marina, Señor ROSA GIL.

ESTADOS UNIDOS.

PÁRRAFOS DEL MENSAJE DEL PRESIDENTE.

En su Mensaje al Congreso, al abrirse las sesiones ordinarias de este cuerpo el lúnes 6 de diciembre, el Presidente MCKINLEY hace referencia al asunto de reciprocidad comercial con países extranjeros, en los siguientes términos:

A fin de poner en ejecución, tan pronto como sea posible, las disposiciones contenidas en la tercera y cuarta sección de la Ley Arancelaria, aprobada el 24 de julio de 1897, he nombrado al Honorable JOHN A. KASSON, de Iowa, comisionado especial plenipotenciario para que entable las negociaciones necesarias con aquellos países extranjeros que deseen aprovecharse de dichas disposiciones. Ya se ha dado principio á las negociaciones con algunos Gobiernos, tanto europeos como americanos. Creo que ejerciendo cuidadosamente el poder

que dicha ley me confiere, se salvarán ó evitarán en gran parte algunas de las dificultades con que nuestro país y los otros tropiezan en sus mutuas relaciones comerciales, y que el tráfico entre las partes contratantes puede aumentarse ventajosamente.

El Mensaje se ocupa largamente en tratar de la importancia y utilidad que la conclusión del Canal de Nicaragua tiene para el comercio del continente americano. Acerca de este proyecto el Presidente dice lo siguiente:

Asunto de magna importancia para este país, y que cada día aprecia más nuestro pueblo, es la terminación de la gran vía comercial entre el Atlántico y el Pacífico que lleva el nombre de Canal de Nicaragua. Su utilidad y valor para el comercio americano son universalmente admitidos.

Ya está dedicada á su empresa la comisión nombrada el 24 de julio último para continuar los estudios é inspecciones autorizados por la ley de marzo de 1895, con objeto de determinar la ruta más conveniente, practicabilidad y costo de construcción del Canal de Nicaragua, á fin de levantar planos completos para todas las obras de construcción. A su debido tiempo tendré ocasión de trasmitir al Congreso el informe de esta comisión, haciendo á la vez las consideraciones que crea del caso.

EL CANAL DE NICARAGUA.

El 17 de enero próximo se reunirá en Kansas City, Missouri, una convención con el objeto de pedir con urgencia al Congreso que destine el dinero para la construcción del canal de Nicaragua. Este movimiento ha sido iniciado por personas distinguidas de aquella ciudad que se dedican al comercio, á empresas de ferrocarril, á manufacturas y á la compra y venta de bienes raíces. Se ha pedido á los gobernadores de los Estados del Oeste que nombren delegados á la convención y que atiendan á ella en persona.

Mr. JAMES H. HARKLESS, que es el promotor original del proyecto y presidente de la asociación, dice á ese respecto lo siguiente:

El Gobierno no podría gastar dinero con más provecho para los Estados que se hallan al oeste del Misisipí, que invirtiéndole en la construcción de un canal á través del istmo que una el Atlántico con el Pacífico. En la actualidad estamos construyendo un puerto sobre el Golfo de México para el embarque de granos, (Port Arthur), en la extremidad del ferrocarril llamado Pittsburgh & Gulf, y de esta manera Kansas City quedará 700 millas más cerca de la costa de lo que estaba antes. Una línea de navios llevará nuestros granos y productos de dicho puerto á Europa. Porqué no pueden estos barcos entrar en competencia con otros en el Pacífico como van á hacerlo en el Atlántico? La única razón es que tendrían que dar la vuelta al Cabo de Hornos y navegar 10,000 millas más que si el canal estuviera abierto. El canal nos traiía directamente el comercio de las islas del Pacífico y haría más baratos los fletes entre los ya referidos Estados

del Misisipí y la China. Todo demuestra que este Gobierno debe construir, poseer y dominar el canal. El plan de Lesseps era construir un canal de treinta millas de largo y en línea recta á través del istmo. Se calcula que el canal americano costaría como $100,000,000, pero este gasto nada significaría comparado con las ventajas que este país reportaría. Si los Estados Unidos no lo construyen, otro país lo hará.

IMPORTACIÓN DE CUEROS Y PIELES.

A pesar de la inmensa cantidad de cuero crudo que sale de los mataderos de Chicago y otras ciudades de importancia, los Estados Unidos se ven obligados á acudir al extranjero en busca del que necesitan para abastecer sus tenerías.

El valor de los cueros sin curtir que se importan anualmente alcanza á la suma de $20,000,000. Los cueros se importan ya completamente secos ó salados de fresco

Las pieles de cabra constituyen casi la mitad de la importación, ó sean $10,000,000 anuales; España hace la mayor parte de la importación de este artículo. Ocupan el segundo lugar los cueros de buey y de vaca, importados principalmente de la República Argentina y del Uruguay.

La importación de pieles y cueros curtidos, que antes era muy grande, ha decrecido considerablemente durante la última década. El tafilete ocupa el primer lugar; su importación anual es de $3,500,000; las pieles de carnero vienen en segundo término, con una importación de $650,000; en este artículo Francia es la principal proveedora; vienen en último lugar, la suela, con una importación de $160,000; el cuero curtido á casca, $20,000, y otros productos en cantidad insignificante.

Los Estados Unidos exportan un número muy reducido de cueros y pieles crudos, pero si exportan ciertas manufacturas de esta clase, principalmente zapatos.

VENEZUELA.

COMERCIO DE TRÁNSITO CON COLOMBIA.

El Congreso de los Estados Unidos de Venezuela, en su última sesión, aprobó un código de leyes sobre el comercio de tránsito entre aquel país y Colombia. Estas leyes regulan et tránsito de las mercancías extranjeras por la República de Colombia en los puertos de Maracaibo y Cúcuta, y reciprocamente el tránsito

por Venezeula de las mercancías colombianas destinadas á la exportación por el puerto de Maracaibo.

El articulo 2° del código dice:

La introducción de mercancías extranjeras por el puerto de Maracaibo, de tránsito para Colombia, quedarán sujetas á todas las formalidades, condiciones, y penas establecidas por las leyes de aduana respecto de las mercancías importadas en Venezuela.

Las mercancías de tránsito serán enviadas bajo factura consular por separado, consignándose que los artículos se destinan á un punto ó á puntos en Colombia. Los géneros así destinados podrán permanecer en depósito por treinta días en la aduana de Maracaibo. Antes de que los géneros se embarquen para el interior se exijirá del dueño que deposite en la oficina correspondiente un certificado *pro forma;* las hojas en blanco *para* la extensión de este documento podrán obtenerse en las aduanas.

Además de los derechos de importación ordinarios, los importadores pagarán uno por ciento sobre el importe de la factura como derecho de almacenaje.

La misma ley autoriza la admisión en Venezuela, por la aduana de San Antonio del Tachira, de las manufacturas y productos nativos de Colombia.

El artículo 32 dice:

Las frutas y productos naturales de Columbia serán admitidos libres de derechos en las aduanas de Maracaibo y Tachira mientras los de Venezuela disfruten de los mismos privilegios en Colombia.

Por el artículo 33 los productos nativos, manufacturados en Colombia, están sujetos al pago de los derechos establecidos en la tarifa de Venezuela, según sus respectivas clases. Estas leyes empezaron á regir el primero de octubre del presente año, derogando todas las leyes anteriores relativas al comercio de tránsito entre los dos países.

LA EXPOSICIÓN PAN-AMERICANA DEL NIÁGARA.

En el número del Boletín correspondiente al mes de octubre, se publicó una extensa descripción del proyecto de la Exposición Pan-Americana del Niágara, y se dieron á conocer los nombres de

sus principales iniciadores y los de los miembros de la comisión organizadora.

El proyecto tan meritorio en sí mismo, ideado con el objeto de acercar más entre sí á los pueblos é industrias del hemisferio occidental, parece que está recibiendo toda la atención que merece, tanto en los Estados Unidos como en el extranjero. La magnitud de la obra y la energía con que se está desenvolviendo, han recomendado el proyecto á la consideración del Gobierno nacional. Trátase de obtener del Congreso una consignación que al mismo tiempo que dé al proyecto la sanción del Gobierno nacional, sentándolo así sobre una base firme por medio de su auxilio material, sirva también para preparar de la manera debida la mejor exhibición de los productos especiales de los Estados Unidos.

Los nombres que figuran á la cabeza del proyecto, son una garantía de que el apoyo del Gobierno será debidamente secundado y que la exposición será rival, en muchos particulares, de la Exposición Universal y superior á ésta en algunos respectos.

El lugar escogido es, por demás, apropiado al objeto, pues es una isla en el río Niágara, que cuenta con un área bastante extensa, y situada á la vista de la poderosa catarata, cuyas titánicas fuerzas no se han utilizado hasta el presente, sirviendo sólo como el espectáculo más grande ofrecido al hombre por la naturaleza. El tiempo es oportuno también para dar á conocer el progreso nacional del Nuevo Mundo en el siglo diez y nueve. México y las principales repúblicas de la América Central y del Sur han solicitado espacio, que ya se ha concedido y asignado, para la exhibición de sus respectivos productos.

El Secretario, Mr. R. C. HILL, hablando de la exposición y sus propósitos, dice:

"Lo que nos proponemos es mostrar el progreso de este hemisferio en sus principales órdenes, y abrir una gran exposición de arte é industria. No es una exposición universal, y sólo es internacional por cuanto en ella habrán de figurar todos los países de este hemisferio, al cual quedará limitada. Creemos que no sólo será de utilidad para nuestras industrias, sino que dará por resultado, también, una mejor compenetración de intereses entre los diferentes países. Será además una especie de ilustración de la doctrina de Monroe, por cuanto evidenciará que existe una América para los americanos y explicará por sí sola la razón por la cual los america-

nos deben permanecer unidos. Anúnciase que el Congreso Pan-Americano se celebrará en Washington en el año de 1900, pero yo creo que esta fecha será alterada y que aquel congreso tendrá lugar aquí en 1899, fecha de nuestra exposición. Así pensaban los delegados del Congreso Pan-Americano cuando conferenciamos aquí con ellos acerca de la exposición el año pasado."

La dirección de los trabajos está en manos del Capitan JOHN M. BRINKER, de Buffalo, como Presidente, cuya sagacidad descubrió el uso práctico á que podía aplicarse la prodigioso fuerza dinámica de la catarata, y á cuya energía se debe la construcción del ferrocarril del Niágara. Las personas que le asisten, todas las cuales cuentan con conocimientos y experiencia en la clase de trabajo que tienen entre manos, son W. CARYL ELY, director-general; F. C. M. LANTZ, tesorero, y RICHMOND C. HILL, secretario.

Las oficinas generales de la compañía ocupan un piso entero del "Coal and Iron Exchange Building," de Buffalo, N. Y., y se proyecta el establecimiento de oficinas sucursales en Nueva York, Chicago y Wáshington, D. C.

COMERCIO DE MAQUINARIA Y HERRAMIENTAS CON LA AMÉRICA LATINA.

La "Révue du Commerce," de 4 de diciembre de 1897, publica un artículo muy importante y oportuno sobre la clase de maquinaria é instrumentos de agricultura propios para la importación en la América latina y otros países tropicales. La demanda de estos articulos crece cada día, y el principal obstáculo para un desarollo mas rápido del comercio es la falta de conocimiento por parte de los fabricantes y exportadores, de los hábitos industriales y condición en general de estos países. Al considerar esta cuestión, no debe perderse de vista el hecho de que las piezas de maquinaria, después de recibidas por el importador, necesitan ser dispuestas y unidas en debido orden, lo cual es á veces imposible sin el auxilio de ingenieros ó mecánicos prácticos. En las más avanzadas colonias inglesas y en los puertos de mar, puede encontrarse el auxilio necesario para llevar á cabo aquella operación, pero en los

pueblos del interior y aun en grandes ciudades, como Río de Janeiro, Buenos Aires y Valparaíso, no siempre se encuentran los grandes talleres de maquinaria con el personal competente para prestar aquella clase de auxilio, y en los distritos rurales es completamente imposible. El fabricante que envía la maquinaria no cuenta más que con la inteligencia de sus propios empleados.

En los clímas cálidos los centros de civilización se limitan principalmente á las ciudades de la costa y á los puertos de mar. En el interior la población se desarrolla casi completamente ajena á la influencia extranjera. Esta población pudiera decirse que vive adaptada á las condiciones naturales del país y se compone á veces de descendientes de europeos, criollos ó mestizos. Así pasa, por ejemplo, en Colombia, Ecuador, Venezuela, Perú, Bolivia y México. Hay vastos territorios no abiertos todavía á la navegación fluvial ó á los ferrocarriles, donde el trasporte se hace todavía par medio de bestias de carga y vehículos de construción primitiva. A menudo se usan también carretillas de mano ó cargadores. Es evidente que en estas condiciones el trasporte de las máquinas y la ordenación de sus piezas tienen que presentar grandes dificultades.

Toda la maquinaria que haya de usarse en el interior de los mencionados países, debiera fabricarse teniendo en cuenta que allí no se emplea mas combustible que la leña. Es muy raro encontrar carbón lejos de la costa. También se emplea raras veces el gas como fuerza motriz, pero en cambio el petróleo puede utilizarse con aquel objeto, pues kerosene refinado es ya un artículo de comercio universal que puede encontrarse en todas partes al objeto de aplicarlo como motor para máquinas. La electricidad, ya para alumbrar, ya como fuerza motriz, promete un gran porvenir, porque el caudal de agua es abundante en estos países y hace posible la instalación de pequeñas maquinarias eléctricas y teléfonos. Los aparatos eléctricos tienen también la ventaja de que pueden trasportarse más fácilmente, porque son menos voluminosos que las máquinas de vapor, y por medio de mulas dispuestas en una sola fila y unidas por largas varas, puede hacerse el trasporte de aquella maquinaria, aún por las montañas donde la pendiente no es muy rápida.

Además, las piezas que se trasporten por medio de mulas no

deben pesar más de uno y medio á dos quintales, á lo sumo, y la carga debe distribuirse por parejo á ambos costados de la bestia. Los adelantos de la civilización se encargarán de modificar y mejorar este medio de trasporte; los senderos serán substituidos por caminos y carreteras, y territorios de difícil acceso ahora quedarán apropiados á un tráfico más amplio. La conformación física de aquellos países es precisamente lo que nos obliga á hacer estas indicaciones respecto del progreso en las vías de comunicación. Dichos países son muy ricos en toda clase de productos, y como ejemplo de esta riqueza puede citarse á la República Argentina, que se prepara para iniciar una competencia en productos agrícolas de importancia manifiesta.

Mientras mayor sea la produción agrícola de estos países, menos podremos contar con sus mercados para nuestra exportación. En los territorios del interior, los productores tratarán de manufacturar sobre el terreno los productos del suelo con el objeto de economizar los gastos de trasporte, y habrá naturalmente una demanda de aparatos tales como alambiques para los productos del maíz, de los cereales, de la patata, etc., y de prensas para frutos oleaginosos. También jugarán importante papel en la explotación de las industrias de estos países, las máquinas centrífugas para la fabricación de aceite y mantequilla; bombas de mano ó movidas por fuerza animal; aparatos de petróleo ó gas; máquinas pequeñas para la fabricación del hielo necesario para la conservación de los productos que se descomponen fácilmente; maquinaria para la fabricación de cajas de lata para conservas; prensas pequeñas para cemento y utensilios para pavimentar y ferrocarriles portátiles. La alta temperatura de aquellos climas, favorece también la importación de maquinaria para la fabricación de aguas gaseosas. También se presentarán ocasiones para la instalación de pequeños cilindros para la fabricación de chocolate en las ciudades importantes.

El gran número de ríos y arroyos que hay en estos países facilita la instalación de pequeños molinos para moler los productos locales, y favorecerá también el establecimiento de pequeños talleres de aserrar. La introducción de estas máquinas se llevará á cabo con relativa lentitud y habrá que vencer, en muchos casos, la indecisión de los habitantes de aquellos países, respecto á la adopción de nuevos artículos. No saben cómo hacer las reparaciones

necesarias sin previa información, y su experiencia en la materia ha sido costosa.

La importación de herramientas ofrece campo más vasto que la de maquinaria y aparatos mecánicos. Aunque los habitantes de estos países se han mostrado rehacios en cuanto á la adopción de las herramientas modernas y perfeccionadas de los Estados Unidos y Europa, esta repugnancia desapareció pronto cuando palparon su verdadero valor. Las dificultades del trasporte influyen menos en la importación de herramientas que en la de maquinaria. Tan pronto como los nativos se dan cuenta del valor de los artículos perfeccionados, pagan lo que se les pide por lo que han encontrado bueno. Se han importado millons de cierta clase de cuchillos alemanes en la América Central y del Sur; otras clases de cuchillos, así como también hachas, martillos, etc., se han importado para trabajos de mano, para el corte de los montes, para la explotación de minas y para el cultivo de las tierras. Algunos cuchillos útiles en un país serían inútiles en otros. Una clase de cuchillo que se ha usado con provecho en Pernambuco y el interior de Bahía, sería inútil en la Habana. En este último punto, los españoles usan el machete que sirve de arma y también para cortar caña en los ingenios. Se comprende fácilmente que la forma del cuchillo debe ser apropiada á la naturaleza del monte, plantación ó cultivo en que ha de utilizarse y que los demás adelantos científicos serían inútiles.

Es evidente que con el arado se obtienen mejores resultados que con la azada, pero esto no le importa al nativo que no tiene dinero para comprar un arado y los productos de cuyo plantío bastan á satisfacer las necesidades de la familia. El hace lo que necesita para vivir y esto es lo único que pide. Por razon de las grandes distancias y del mal estado de los caminos y de lo costoso del trasporte, no se piensa en la exportación del sobrante de la cosecha. ¿A qué conduce, pues, la extensión de un cultivo que no ha de rendir provecho? Esta condición y estado de cosas cambiarán con el ensanche de la civilización y principalmente con el aumento de la población de aquellos países.

Los emisarios del comercio y de la industria no tardarán mucho en despertar las necesidades de los habitantes de estos países; si ello no fuera cierto y si los países de que hacemos mérito no estuviesen ya entrando en una civilización más avanzada, no aumenta-

ría su demanda de productos extranjeros. La misión de aquellos emisarios es crear necesidades en aquellos países más que en ningún otro lugar. Pero esto solo puede conseguirse por grados; y es en los países no abiertos completamente al tráfico donde aparecen más pronto nuevas necesidades y donde la población se dedica con mayor empeño á un cultivo más amplio.

Por otra parte, en los lugares no abiertos á la circulación es donde el hombre permanece por largo tiempo contento con el mezquino comercio en cuentas multicolores y artículos de bagatela, y en donde se echa de menos el gusto por los artículos de verdadero valor que tienen demanda en los centros civilizados. Facilitar los medios de comunicación y abrir campo al tráfico es el objeto principal de la economía política de los países competidores. Lo que se ha dicho de maquinaria y herramientas es aplicable también á otros artículos. Son dignos de mención como artículos útiles en estos países, los cepillos niveladores y tornos de barrenar de construcción tan sencilla como sea posible; máquinas para moler y fraguas portátiles; tubos para cañería de agua; estaño en hoja ó de otra clase; hierro acanalado que se emplea en la construcción de casas y almacenes; prensas para frutas y flores destinadas á la producción de esencias; máquinas para limpiar y descascarar el café; molinos de todas clases para piedras, arena, yeso y cimento, y pequeñas prensas de cilindro.

Todos estos países usan pólvora y dinamita para volar rocas, explotar canteras, etc., y necesitan también alambres y aparatos sencillos para levantar pesos, así como también cables sencillos para minas y materiales para la construcción de puentes. Podrían importarse asimismo herramientas de herrero, clavos y tornillos para madera, etc.

SERVICIO DE VAPORES EN EL PACÍFICO.

El Honorable HENRY L. WILSON, Ministro de los Estados Unidos en Chile, comunica á esta Oficina que las dos líneas de vapores que hacen el servicio entre Valparaíso y Panamá proyectan extenderlo hasta San Francisco. Según el itinerario actual, los vapores salen de Valparaíso una vez á la semana y hacen escala en Coquimbo, Antofagasta, Iquiqui, Mollendo y el Callao, haciendo el viaje á Panamá en doce días. Saliendo de Panamá en su viaje

hacia el norte, dichos vapores harán escala en los principales puertos mexicanos, llegando á San Francisco en doce días, á contar desde la fecha de su salida de Panamá. Por consiguiente, el viaje completo de Valparaíso á San Francisco será sólo de veinte y dos días.

Las mayores facilidades que este nuevo arreglo ofrece, tanto a tráfico de pasajeros como al trasporte de mercancías, serán naturalmente de gran beneficio para los puertos de la costa del Pacífico.

Las líneas mencionadas son La Compañía Sud Americana de Vapores, bajo la bandera chilena, pero de la propiedad en su mayor parte de súbditos ingleses, y la "Pacific Steam Navigation Company," compañía exclusivamente británica. Estas dos compañías están subvencionadas por el Gobierno chileno y se hallan en condiciones prósperas.

COMERCIO MISCELÁNEO.

REPÚBLICA ARGENTINA.

Hoja de Palastro Americano. Una de las primeras casas comerciales de la República Argentina asegura que el tráfico en hoja de palastro ha alcanzado gran incremento en aquel país, debido á que cada día se la emplea más para construcciones. Los fabricantes de los Estados Unidos comienzan á convencerse de que los mercados sudamericanos son muy importantes y hacen esfuerzos para que sus productos puedan competir allá con los ingleses. Uno de los obstáculos con que tropiezan ha sido hasta ahora la diferencia en los fletes, porque estos cuestan como 10 por ciento menos de Inglaterra que de los Estados Unidos. Se tomarán medidas para obviar esta dificultad, y se cree que la prontitud en la remisión de mercancías de los Estados Unidos favorecerá á este país en la competencia que se ha suscitado.

Embarques de Papel. Se asegura, apoyándose en autoridades, que constantemente se exporta á Lóndres papel de los Estados Unidos para ser de allí reembarcado al Brasil. Papel para periódicos, para techos y para papeleros ha sido pedido por casas exportadores en cantidades que ascienden á millares de pesos. Esto se debe á que en la América Central y del Sur ignoran lo que es la producción de este artículo en los Estados Unidos, y á que casas inglesas, en competencia con los fabricantes alemanes, disponen de un tráfico al que los americanos han dedicado poca atención.

CHILE.

Producción de Nitrato. Según el "Chilian Times", la producción de nitrato en 1896 ascendó á 23,832,434 quintales, y la exportación á 24,066,189. Los principales países adonde dicho artículo se exportó, son Ale-

mania, los Estados Unidos, la Gran Bretaña, Francia, y Holanda. Por los datos publicados y que muestran la cantidad de nitrato que se ha consumido en el mundo durante los últimos siete años, se ve que ha habido un aumento de 4,359,627 quintales, ó sean 200,000 toneladas inglesas en 1896, sobre lo que se consumió en 1890. El exceso de la exportación en 1896 sobre la producción que se calculó por ese año, se debe á la excesiva producción en 1895.

La Compañía Tabaquera Sudamericana.

La Compañía Tabaquera Sudamericana, establecida en Valparaíso, y que emplea 160 operarios, importa para la manufactura de cigarrillos grandes cantidades de tabaco americano en rama, de la clase que crece en Virginia y en la Carolina del Norte. Además de lo que introduce de los Estados Unidos, la compañía hace venir tabaco de la Habana, de Egipto, de Turquía y de la parte norte del Brasil. Se asegura que la producción de este establecimiento es de 900,000 cigarrilloss y 10,000 libras de tabaco labrado. Si los exportadores hicieran esfuerzos adecuados, aumentaría mucho el consumo de tabaco americano en Chile.

ECUADOR.

Facturas Consulares.

Por un decreto del Ejecutivo todas las mercancías destinadas al Ecuador deben ir acompañadas de una factura consular con el visto bueno del cónsul ó de la persona autorizada para obrar como tal en el puerto de embarque. Todo bulto que pese más de 50 kilogramos debe llevar marcado en la parte exterior, con números claros, su peso bruto. Todo peso que exceda del 10 por ciento al declarado en la factura, pagará un recargo de 100 por ciento sobre los derechos aplicables al artículo, de conformidad con las leyes aduaneras existentes.

HAITÍ.

Línea de Cable á la América del Sur.

La Compañía de Telégrafo y Cable de los Estados Unidos ha inaugurado últimamente su línea cablegráfica á la América del Sur. El cable sale de Lóndres y termina en el Cabo Haitiano, donde hace conexión con el cable francés de las Antillas que toca en Venezuela, la Martinica, las Guayanas Francesa y Holandesa, y Pará, en el Brasil. En este último punto el cable francés se une con las líneas telegráficas del Brasil, y después con las de la Argentina. Este cable acorta la distancia para los cablegramas entre Inglaterra y la América del Sur, y reduce el costo de los mismos como 25 por ciento.

MÉXICO.

Trabajadores Japoneses en los Cafetales.

El Señor WILLIAM LAING MALCOLMSON, que residió por muchos años en Ceilán dedicado al cultivo de café en gran escala, y que por algun tiempo ha estado en México investigando las ventajas que puede ofrecer dicho cultivo en esa República, ha logrado interesar á muchos ricos plantadores de café en la compra de grandes plantaciones en el istmo de Tehuantepec. Por medio del ministro japonés en México, el Señor MALCOLMSON ha concludio algunos arreglos preliminares para la introducción de una gran

colonia de trabajadores japoneses á la República, á fin de emplearlos en los cafetales. Opina dicho señor que los terrenos del sur de México se adaptan mejor para el cultitivio del café que cuantos él ha visto, y que el trabajador japonés es especialmente adecuado para este cultivio.

Maquinaria Americana.

El desarrollo industrial de México ha dado por resultado mayor demanda de maquinaria americana, y durante el año pasado, sobre todo, hubo mucho necesidad de máquinas y calderas para minas. Una casa emprendedora y activa de Erie, Pennsylvania, envió lo que se necesitaba. No es solamente una clase de maquinaria, sino todas las que hacen falta allá, y los fabricantes americanos tienen un vasto campo para sus negocios. Los de Europa les hacen enorme competencia.

Exportaciones Mexicanas en 1896 y 1897.

Según datos estadísticos últimamente publicados por el Ministerio de Hacienda, México exportó durante el año económico de 1896 á 1897, metales preciosos por valor de $66,183,097, y otros artículos por valor de $45,163,397, formando un total de $111,346,494. La exportación total durante el año económico anterior fué solamente de $105,016,902, lo cual prueba que ha habido un aumento de $6,329,592.

Informe del Señor Don Enrique Sanchez.

El Señor Don ENRIQUE SANCHEZ ha tenido la atención de enviar á esta Oficina una copia del informe que dirigió al Gobernador PRÓSPERO CAHUANTZI, del Estado de Tlaxcala, México, relativamente á su misión como delegado oficial de aquel Estado al Congreso Mercantil que se reunió en junio pasado en Filadelfia, Estados Unidos de América, al favor de los Museos de Filadeltia.

El informe es claro é interesante y pone de manifiesto la magnitud del proyecto que dichos Museos tienen á la mira para fomentar el tráfico de los Estados Unidos con México y otros países latino-americanos. El Señor SANCHEZ recomienda que se exhiban en las Museos muestras de los productos agrícolas, minerales é industriales del Estado de Tlaxcala, á fin de que puedan verlas aquellas personas que están interasadas en el adelanto de México.

NICARAGUA.

Cosecha de Café.

Los informes recibidos del departamento de Matagalpa relativos á la cosecha de café para el año de 1897 á 1898, indican que será demasiado grande para ser trassportada por medio de mulas y carretas de bueyes. Con este motivo, el Congreso de Nicaragua ha autorizado al Presidente ZELAYA para que haga construir una vía férrea que, partiendo de la ciudad de Matagalpa, se una con el ferrocarril nacional. Las plantaciones de azúcar y de café se han desarrollado tanto, que se hace necesario disponer de máquinas más grandes y mejores, así como de métodos más rápidos, para obtener los productos respectivos.

PERÚ.

Abolición del Derecho de Exportación Sobre la Plata.

El 11 de setiembre último, el Gobierno peruano emitió un decreto por el cual fué abolido el derecho de exportación de 3 por ciento ad valorem que se pagaba sobre la plata acuñada, en pasta

y chafalonia. Esta exención no se extiende á la moneda de oro nacional ó al oro en barras ó en polvo, que seguirán pagando el derecho de exportación del 3 por ciento.

ESTADOS UNIDOS.

Las Pieles de Ternero son Libres de Derechos en los Estados Unidos.

La Junta de Aforadores Generales de los Estados Unidos decidió, el 3 de diciembre de 1897, que las pieles crudas de ternero, que sirven para hacer casi todo el calzado que se usa en este país, serán en lo futuro introducidas libres de derechos. Según esta resolución, las pielas crudas de ternero no deben clasificarse, siguiendo el arancel de Dingley, como cueros de res crudos, que pagan un derecho de 15 por ciento ad valorem, sino que están exentas de todo derecho y figuran en la lista de artículos libres, bajo el nombre de pieles crudas. La Junta encuentra también que la palabra "cuero" se aplica técnicamente á las pieles de animales grandes, tales como caballos, bueyes, vacas y toros, mientras que la expresión "piel" se emplea hablando de las de ovejas, terneros y cabras. La palabra "cuero," como término comercial, se refiere á los que pesan veinticinco libras ó más. A los que pesan menos se les llama "pieles." Tratándose de pieles y cueros secos, un peso de doce libras marca la línea divisoria.

El Cedro Sudamericano.

En un informe de mercado de Nueva York, corespondiente al mes de diciembre de 1897, se asegura que el cedro español ha encontrado un rival en el que se produce en varias partes de las Antillas, México, la América Central y de la Sur. Este se ha usado á satisfación general, no es tan caro como el otro y es probable que afecte la venta del cedro español en lo futuro de una manera permanente. La cantidad que de este último hay ahora en el mercado es pequeña.

Tráfico de Bicicletas.

Al comparar los datos estadísticos del tráfico de bicicletas con la América latina durante los años económicos de 1896 y 1897, se ve un aumento notable en el valor del mismo en 1897. Del mencionado artículo se exportó para México en 1897 una cantidad por valor de $73,117, lo cual indica un aumento de $48,839 sobre el año precedente. A la Argentina se envió por valor de $42,091 en 1897, contra $4,065 en 1896, mientras que el Brasil ocupa el tercer lugar, con un valor de $29,355 en 1897 y de $13,592 en 1896. La exportación á la América Central, Santo Domingo y Colombia, aumentó durante los dos años en $6,020, $4,642 y $1,278, repectivamente. En los otros países sudamericanos se importaron bicicletas por valor de $73,507 en 1897, y de $13,401 solamente en 1896, lo cual muestra un aumento notable de $60,106.

URUGUAY.

Tráfico entre los Estados Unidos y Montevideo.

Según datos que se han publicado relativos á las exportaciones hechas por el puerto de Montevideo durante los primeros nueve meses del año corriente, se ve que los Estados Unidos ocupan el primer lugar entre los países que importan cueros de buey secos del Uruguay, pues en el espacio mencionado tomaron 245,605 cueros, ó sea más de la mitad del total exportado, que fué de 466,795. De los cueros salados, los Estados

Unidos recibieron cerca de la quinta parte de la cantidad que el Uruguay exportó, ocupando así el cuarto lugar entre las naciones que se dedican á ese tráfico. En cuanto á la importación de lanas del Uruguay, los Estados Unidos ocupan el tercer lugar, pues de las 50,552 pacas que se exportaron, este país tomó 11,738. Más de una tercera parte de la cantidad de pelo que se embarcó en Montevideo vino á los Estados Unidos, ascendiendo la exportación total á 940 pacas.

VENEZUELA.

El Comercio de Ganado. Según informa el Ministro FRANCIS B. LOOMIS, el negocio de ganado en Venezuela puede convertirse en una amenaza para los que se dedican á él en los Estados Unidos. En apoyo de su aserción, el Ministro hace referencia á lo que ha aumentado en Venezuela el ganado durante los tres años pasados. En 1894, había en el país 5,000,000 de cabezas, y hoy se cuentan 10,000,000. Se cree que este número será más del duplo de lo que es ahora dentro de los cuatro años venideros. Los esfuerzos que Venezuela ha hecho á fin de obtener un mercado para su ganado, han tenido un éxito tan favorable, que se trata de extender dicho tráfico á Cuba y á otras de las Antillas.

Región do Oro del Guarico. Según el "Heraldo de Venezuela," las noticias relativas á las minas de oro del distrito de Guarico, son cada día mas halagadoras. Al presente, hay ocho compañías extranjeras explorando el distrito. Se han concedido ya treinta y cuatro pertenencias mineras y se han denunciado muchas otras minas cuyos planos han sido previamente presentados. Dícese que una compañía ha pedido á Inglaterra doce molinos que habrán de ser movidos por fuerza hidráulica. La vena en esta mina tiene diez piés de ancho y contiene cuarzo tan rico en oro, que este metal aparece perfectamente visible.

La Orinoco Company. La Orinoco Company se prepara para la inmediata explotación de las minas de hierro descubiertas dentro de los límites de su concesión. En estas últimas semanas se ha descubierto una vena mineral de 100 á 200 piés de ancho y cinco millas de largo, á dos millas de Santa Catalina. A cinco millas de la mencionada ciudad, se han encontrado otros depósitos mayores. Estos depósitos se consideran inagotables, y se dice que el hierro es superior en calidad al procedente de España y Africa. La gran compañía, á cuyas manos ha pasado por virtud de concesión esta parte de Venezuela, iniciará pronto otras empresas en esta rica región.

ASOCIACION NACIONAL DE FABRICANTES.

Asociación Nacional de Fabricantes La Oficina ha recibido la noticia de que varios exportadores y fabricantes prominentes de las principales ciudades de los Estados Unidos están tomando las medidas necesarias para satisfacer la necesidad que se ha venido sintiendo desde hace largo tiempo respecto de una comunicación directa con los puertos del norte y del este de la América del Sur. El asunto será discutido en una reunión de la Asociación Nacional de Fabricantes, que se verificará en la ciudad de Nueva York en el mes de enero, y se darán los pasos preliminares que conducirán á la realización del pensamiento.

Depósito en Carácas.

El depósito ó almacén para la exhibición de manufacturas americanas, establecido en Carácas, es la primera tentativa experimental que ha hecho en ese sentido la Asociación Nacional de Fabricantes. La demanda de espacio por los exponedores ha sido tan grande, que los encargados de la administración se han visto obligados á fijar el 4 de diciembre como límite del término para recibir mercancías. En un informe fechado en Puerto Cabello, y que acaba de llegar al Departmento de Estado, el Cónsul PROSKAUER se expresa de la siguiente favorable manera acerca de la empresa y sus resultados en lo que toca el comercio de Venezuela:

"Al principio sus buenos efectos se limitarán á los grandes y ricos territorios que son tributarios de Carácas y que consumen artículos de primera calidad, pero su fama y los beneficios que producirá no tardarán en inducir á los comerciantes de las regiones central y occidental de la República á visitar la exposición. La vista misma de las mercancías y artefactos, la comparación de ellas en el lugar mismo con otros objetos semejantes, el cambio de ideas entre los representantes americanos y los comerciantes venezolanos acerca de pequeños detalles mercantiles, no pueden sino ser provechosos para ambas partes, y contribuir á disipar sérios errores que aún existen. El Gobierno está haciendo cuanto puede para fomentar la empresa, y los sentimientos amistosos de los hijos del país hácia todo lo que es americano, harán que desarrollen la mayor energía á fin de que los esfuerzos de los iniciadores del proyecto se vean coronados de buen éxito."

LOS MUSEOS COMERCIALES DE FILADELFIA.

Proyecto de un Congreso Comercial Internacional.

Los Museos Comerciales de Filadelfia que tuvieron su orígen en la idea de ensanchar el comercio de los Estados Unidos con México y otros países de la América Central y del Sur, y también con las Antillas, trabajan ahora con gran actividad para llevar á cabo el proyecto de un congreso internacional compuesto de representantes de todo el mundo comercial. Un número reciente del "Manufacturer" anuncia que se está invitando á las cámaras de comercio y á otras instituciones comerciales de Asia, Africa, y Australasia, para que designen los comisionados que han de representarlas en el congreso.

La comisión consultiva de los Museos tiene representantes en muchos centros comerciales de los Estados Unidos y cuenta con personas amigas que atienden con celo é interés á la institución, en México, América Central, Brasil, República Argentina, Chile y demás países de la América del Sur. Como el comercio de los Estados Unidos crece cada día más en el sur de Africa, China, Japón y Australia, es de desearse que el Museo envie también sus representantes á aquellos países. A juzgar por las respuestas favorables que se están recibiendo el proyecto promete alcanzar un éxito completo.

BOLETIM MENSAL

DA

SECRETARIA DAS REPUBLICAS AMERICANAS

UNIÃO INTERNACIONAL DAS REPUBLICAS AMERICANAS

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RELAÇÕES COMMERCIAES ENTRE OS PAIZES AMERICANOS.—VII.

A COSTA ORIENTAL DA AMERICA DO SUL.*

As republicas da America do Sul que seguem em ordem na consideração deste assumpto, são as que estão situadas na costa do Atlantico, ou pelo menos, encontram suas sahidas naturaes nesta costa. Estas republicas, dadas na ordem de sua distancia dos Estados Unidos, são o Brazil, o Uruguay, a Republica Argentina e o Paraguay, sendo este o unico paiz que não tem um porto na costa oriental. O transporte entre os Estados Unidos e esta vasta região da America do Sul, que possue não sómente grandes recursos naturaes para desenvolver-se, mas industrias muito desenvolvidas e um commercio de grande proporção, é feito directamente e com facilidade, e não espera as facilidades addicionaes que a costa occidental necessita com muita urgencia, e que seguirão a construcção de um canal atravéz de Nicaragua ou do Isthmo de Panama. A extensão do commercio actual dos Estados Unidos para as republicas situadas na parte oriental da America do Sul, depende, portanto, de condições que já existem e não das que têm de ser creadas.

A construcção do canal interoceanico daria em resultado uma

*O primeiro artigo desta serie foi publicado no Boletim de Julho de 1897.

economia de distancia entre a costa oriental da America do Sul e toda a costa occidental do Hemispherio, mas teria pouca influencia, salvo indirectamente, sobre o commercio entre a costa do Atlantico da America do Sul e o littoral do Atlantico e os portos do Golfo dos Estados Unidos. Já se encontram no vasto oceano do Atlantico caminhos maritimos curtos e practicos, e os requisitos para o desenvolvimento commercial são simplesmente os ordinarios que formam a base de todo o commercio maritimo. Em outras palavras, a unica cousa que temos de fazer, é descobrir os meios de augmentar a permuta de productos pelos caminhos estabelecidos, sem ter necessidade de remover difficuldade alguma natural. Si pudermos obter a quantidade de artigos que se exige para a troca, e os navios para leval-os, a questão ficará resolvida.

Mas ainda que os portos da costa oriental da America do Sul sejam pontos terminaes de caminhos directos e definitivos dos Estados Unidos, sua posição geographica relativa a este paiz não é de natureza a dar-lhe vantagem na concurrencia com as nações europeas para seu commercio. Como se mostrou no primeiro artigo desta serie, uma grande parte do continente sul-americano está situado a léste de uma linha perpendicular traçada de New York para o sul, e, por conseguinte, a costa da America do Sul é pouco mais distante dos portos europeos do Norte do que dos portos dos Estados Unidos.

As condições, portanto, são mais similares do que na concurrencia para o commercio do Mexico, America Central, as Antilhas e a costa septentrional da America do Sul, e o facto de que estes paizes estão mais proximos aos Estados Unidos, dá a este paiz grande vantagem sobre os seus competidores europeos—uma vantagem que como varias vezes tem-se mostrado nestes artigos, seria estendida á costa occidental da America do Sul, logo que estivesse concluido o canal de Nicaragua ou de Panama. Mas, apezar disto, o total do commercio da costa oriental da America do Sul é tão grande, que a parte que os Estados Unidos tomam nelle, monta a grandes proporções, ainda mesmo que as condições geographicas fossem menos favoraveis, especialmente comparada com a parte que tem o trafico da costa occidental. Segundo as tabellas publicadas pela Repartição de Estatistica do Ministerio da Fazenda dos Estados Unidos, o commercio de importação e exportação dos Estados Unidos na costa oriental da America

do Sul, durante os ultimos dous annos fiscaes findos a 30 de Junho de 1896 e 1897, foi o seguinte:

Costa oriental da America do Sul.

	Importação.		Exportação.	
	1896.	1897.	1896.	1897.
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*
Republica Argentina	9, 313, 385	10, 772, 627	5, 979, 046	6, 384, 984
Brazil	71, 060, 046	69, 039, 389	14, 258, 187	12, 450, 061
Paraguay	.....	.....	.....	740
Uruguay	3, 242, 428	3, 515, 054	1, 481, 200	1, 213, 426
Total	83, 615, 859	83, 327, 070	21, 718, 433	20, 049, 211

O total do commercio dos Estados Unidos com a America do Sul durante os mesmos annos foi o seguinte:

America do Sul.

Importação.		Exportação.	
1896.	1897.	1896.	1897.
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*
108, 828, 462	107, 389, 009	36, 297, 671	33, 768, 493

Assim, vêmos que do total das importações da America do Sul nos Estados Unidos, mais do que tres quartas partes procedem da costa oriental, em quanto que quasi dous terços do total das exportações dos Estados Unidos para a America do Sul são recebidos pelo mesmo grupo de paizes. O commercio dos Estados Unidos na costa occidental comparado com o da costa oriental parece muito insignificante. Apenas as possibilidades deste trafico attrahem a attenção. Seus algarismos são os seguintes:

Costa occidental da America do Sul.

	Importação.		Exportação.	
	1896.	1897.	1896.	1897.
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*
Bolivia	.....	.....	21, 907	7, 787
Chile	4, 709, 017	3, 792, 434	3, 431, 808	2, 578, 911
Equador	763, 643	566, 526	689, 416	734, 868
Peru	712, 696	722, 089	999, 381	1, 108, 436
Total	6, 185, 356	5, 081, 049	5, 142, 512	4, 430, 002

Espera-se pouco augmento nestes algarismos até que a conclusão do canal interoceanico abra um caminho maritimo mais curto e mais barato dos Estados Unidos ao littoral do Pacifico da America do Sul; mas o total do trafico actual, assim como as grandes riquezas ágricolas do Brazil e dos paizes do Rio da Prata, que promettem grande desenvolvimento de commercio, parece indicar a costa oriental da America do Sul como terreno favoravel no qual convem cultivar relações mais estreitas com os Estados Unidos.

Sob o ponto de vista do fabricante e exportador dos Estados Unidos, as actuaes relações commerciaes com os paizes da costa oriental da America do Sul não são satisfactorias, porque os Estados Unidos, em quanto que importam annualmente destes paizes productos no valor de mais de $83,000,000, lhes vendem productos no valor de só $20,000,000, ou menos de um quarto desta somma. Agora que o fabricante americano faz concurrencia com bom exito com o seu competidor europeo no proprio mercado deste, não ha razão para que não tenha bom exito na concurrencia com o seu competidor europeo nos mercados da America do Sul, ou em qualquer outro mercado estrangeiro. Elle descuida-se dos obstaculos de costume, de relações commerciaes por tanto tempo estabelecidas, de predisposições de tarifa, e do capital europeo que está entrincheirado nas instituições bancarias e governa o cambio. Estes obstaculos, sem duvida, podem ser eventualmente vencidos, mas sómente por esforços pacientes e intelligentes.

Talvez a melhor agencia que se possa empregar para removel-os, seja um systema de reciprocidade que assegure a livre troca de productos sem prejuizo das industrias estabelecidas. Si um systema de reciprocidade fosse iniciado de tal modo que cada parte fosse beneficiada, contribuiria, sem duvida, para desviar o commercio dos caminhos europeos e para unir as republicas americanas numa verdadeira communidade de interesses. As questões subsidiarias, mas nem por isso menos importantes, do augmento das facilidades de transporte com vapores sob as bandeiras das republicas americanas e de estradas de ferro ligando os differentes paizes com laços de aço, e da adaptação de manufacturas dos Estados Unidos e de methodos de negocio ás exigencias do commercio sul-americano, já foram tratadas extensamente nesta serie de artigos, mas devem ser lembradas constantemente e submettidas á attenção de

todos os interessados no grande problema de condições commerciaes na America como indispensaveis a um rapido desenvolvimento.

Dos paizes de que trata este artigo o Brazil tem o maior trafico com os Estados Unidos. Durante o ultimo anno fiscal findo a 30 de Junho de 1897, o valor das exportações do Brazil para os Estados Unidos montou a mais de $69,000,000, e o das importações montou a $12,450,000. Houve uma diminuição de $2,000,000 no valor das exportações comparadas com as do anno anterior e de $1,800,000 no das importações, mas essa diminuição é de pouca importancia no valor total de um commercio que montou a $81,000,000, e encontra precedentes nas fluctuações dos annos anteriores. Fallando em geral, não se pode dizer que as importações dos Estados Unidos no Brazil, têm augmentado numa serie de annos, em quanto que suas exportações para os Estados Unidos têm diminuido desde 1893 no valor de $7,000,000.

Este estado de cousas é tanto mais notavel quanto é sabido que o Brazil, mais do que nenhum outro paiz da America do Sul, tem manifestado, desde muitos annos, a maior cordialidade nas suas relações, quer politicas quer commerciaes, com os Estados Unidos. Os principaes productos agricolas do Brazil, taes como o café, assucar, borracha, etc., sendo quasi exclusivamente tropicaes, este paiz não pode fazer concurrencia com os cereaes dos Estados Unidos, e, por conseguinte, estes podem fazer concessões de tarifa sem prejudicarem suas industrias nacionaes. Por outro lado, ha grande variedade de productos manufacturados e alimenticios que o Brazil desejaria importar dos Estados Unidos em maior quantidade, si as condições fossem mais favoraveis. Não ha paiz no Hemispherio Occidental que pareça offerecer maiores beneficios, si se estabelecer um bem elaborado systema de reciprocidade entre elle e os Estados Unidos.

As relações entre a Republica Argentina e os Estados Unidos são menos faceis de ajustar-se, em consequencia da similhança dos principaes productos dos dous paizes, taes como o trigo e a lã. A Republica Argentina, entretanto, produz artigos da zona torrida, tanto como da zona temperada, e pode ser que os artigos (taes como o assucar) que não entram em concurrencia com os principaes productos dos Estados Unidos, salvo em pequena escala, possam ser usados como base para concessões mutuas. Tambem diz-se que certas qualidades da lã da Republica Argentina não

podem ser cultivadas nos Estados Unidos com vantagem, e, conseguintemente, podiam ser admittidas em condições mais favoraveis; mas declara-se, por outro lado, que os Estados Unidos, com a protecção da tarifa, podiam cultivar em certas localidades a mesma qualidade de lã.

Esta é uma questão para ser ajustada por aquelles especialmente habilitados para resolvel-a, mas pode-se dizer que a reciprocidade subintende uma politica de dar e receber, com o fim geral de fornecer a todos o maior beneficio possivel. O commercio da Republica Argentina é de grandes proporções, montando a mais de $200,000,000 por anno. Actualmente a parte que os Estados Unidos tomam neste commercio é sómente de 7 por cento. Evidentemente seria de vantagem considerar as possibilidades de augmentar a troca de productos.

Os principaes productos do Uruguay são semelhantes aos dos Estados Unidos, a saber, gado, lã, milho, trigo, etc.; mas as estatisticas mostram que o Uruguay exporta para os Estados Unidos mais productos do que importa deste paiz, e nos paizes do Paraguay e Uruguay, os exportadores americanos encontrariam, sem duvida, um bom mercado para a venda de certas classes de mercadorias. No Uruguay, por exemplo, ha grande procura de kerosene e madeiras de construcção, e os Estados Unidos podiam, sem duvida, supprir este mercado quasi exclusivamente si os direitos impostos pelo Uruguay sobre estes artigos fossem reduzidos.

Com a excepção do Paraguay, com que os Estados Unidos têm pouco commercio, os paizes da costa oriental da America do Sul tem o balanço de commercio a seu favor. Com um ajuste de direitos aduaneiros e esforços systematicos por parte dos exportadores dos Estados Unidos, não é de duvidar, que, em vista das sympathias naturaes da Republica Argentina, do Brazil, e Uruguay para a republica irmã do Norte, estes paizes desejariam comprar em maior quantidade de um freguez tão lucrativo. Para resolver o problema do augmento do commercio, necessitam-se arranjos de reciprocidade e esforços energicos por parte dos homens de negocio dos Estados Unidos afim de vencer os esforços industriosos dos manufactureiros e exportadores europeos.

Joseph P. Smith

O AUTOR DA DOUTRINA DE RECIPROCIDADE.

Por ALEX. D. ANDERSON.

Desde que as republicas americanas reuniram-se em Washington em 1889, e discutiram profundamente a questão de reciprocidade, varias vezes têm-se feito nas columnas dos periodicos muitas tentativas para descobrir o autor desta doutrina popular.

Um jornal, depois de dedicar muito espaço a articulistas conhecidos para suas communicações sobre este assumpto, nas quaes todas a attribuiram a estadistas recentes, finalmente declarou no seu editorial que ainda a questão não ficava resolvida.

É a opinião geral que a doutrina de reciprocidade é de creação moderna, emquanto que é de facto tão antigua como o proprio Governo e originou-a um dos fundadores da Republica.

O melhor meio que se pode empregar para determinar esta controversia, é examinar desde o principio a historica commercial dos Estados Unidos, como consta das publicações officiaes americanas, para descobrir a primeira menção do assumpto.

No volume 1 das Relações Exteriores durante a primeira administração do Presidente WASHINGTON, encontra-se pouco sobre o commercio estrangeiro até o anno de 1793, quando THOMAS JEFFERSON, então Secretario de Estado, fez um relatorio sôbre o assumpto á Camara dos Representantes.

Foi isto em resposta a uma resolução, approvada pela Camara, dous annos antes (23 de Fevereiro de 1791), para que o Secretario de Estado fizesse um relatorio ao Congresso sobre "a natureza e extensão dos privilegios e restricções das relações commerciaes dos Estados Unidos com as nações estrangeiras, e as medidas que julgasse conveniente adoptarem-se para o melhoramento do seu commercio e navegação."

O relatorio, assim como o tempo consumido na sua preparação mostram que foi baseado n'uma investigação cuidadosa do assumpto.

Foi o primeiro relatorio bem estudado sobre nossas relações commerciaes com o exterior, e é um documento digno do espirito organisador do grande estadista americano.

Depois de apresentar os factos relativos ao nosso commercio com as principaes nações do mundo, o Sr. JEFFERSON entra em

uma discussão elaborada sobre o plano que deve governar as relações commerciaes. Elle diz o seguinte:

"Sendo estas as restricções sobre o commercio e navegação dos Estados Unidos, a questão é saber como estas podem ser removidas, modificadas ou combatidas.

"Quanto ao commercio ha dous methodos de agir; primeiro, por meio de arranjos amistosos com as varias nações com as quaes se dão essas restricções; e, segundo, por meio de legislação especial afim de contrabalançar seus effeitos.

"Destes dous methodos, não ha duvida que o arranjo amistoso é o melhor.

"Si o commercio, em vez de ser embaraçado com a accumulação de leis, regulamentos, direitos e prohibições, pudesse ser libertado de todos os obstaculos em todas as partes do mundo e cada paiz pudesse dedicar-se á producção de artigos a que fosse adaptado pela natureza, e si os paizes pudessem livremente trocar seus mutuos excessos de producção pelos productos de que carecem mutuamente, então seria produzida a maior quantidade possivel de taes productos que contribuem para a vida e felicidade humana, a população seria augmentada, e sua condição melhorada.

"Ainda que uma só nação quizesse iniciar este systema de commercio livre com os Estados Unidos, seria conveniente inicial-o com essa nação, desde que é sómente de uma a uma que se pode estender o systema a todas. Quando as circumstancias de uma ou outra parte exigem a imposição de direitos sobre o commercio, sua liberdade neste particular podia ser modificada por medidas mutuas e equivalentes, conservando-a inteira em todos os outros particulares."

* * * * * * *

"Mas si uma nação, contra nossos desejos, suppuzer ser de mais vantagem continuar seu systema de prohibições, direitos e regulamentos, é preciso tambem que protejamos nossos concidadãos, seu commercio e navegação, por outras prohibições, direitos e regulamentos semelhantes. O commercio e navegação livres não devem ser trocados pelas restricções e vexames, e não é provavel que estes sejam mitigados por aquelles."

* * * * * * *

Os principios seguintes baseados na reciprocidade parecem perfeitamente equitativos, e não offerecem ás outras nações razão para reclamação.

Quando uma nação impõe direitos excessivos sobre nossos productos, ou os prohibe, será conveniente fazermos outro tanto, primeiro onerando ou prohibindo os productos que nos trazem em concurrencia com os nossos semelhares; em segundo lugar, escolhendo os productos manufacturados que recebemos dellas em maior quantidade, e que, ao mesmo tempo, podiamos produzir nós mesmos no menor espaço de tempo, ou obter de outros paizes, impondo sobre elles direitos primeiramente pequenos, e depois augmental-os á proporção que outros meios de supprimento se abrirem. Estes direitos dando em resultado a animação indirecta das fabricas nacionaes, podem persuadir o manufactureiro a immigrar para estes Estados, onde os meios baratos de subsistencia, as leis equitativas e a venda de suas mercadorias livres de direito, podem garantir-lhe grandes lucros para sua habilidade e diligencia."

Este documento, cujos trechos ficam citados, é de interesse especial para as juntas de commercio, e outras organisações commerciaes nos Estados Unidos, que têm mostrado recentemente grande interesse na doutrina de reciprocidade, e deve ser publicado de novo, como materia de valor e interesse para o publico.

REPUBLICA ARGENTINA.

COMMERCIO ESTRANGEIRO DURANTE O PRIMEIRO SEMESTRE DO ANNO DE 1897.

Do relatorio publicado pela Repartição Nacional de Estatisticas, são tomados os seguintes dados relativos ao commercio estrangeiro da Republica Argentina durante o primeiro semestre do anno corrente:

O total das importações e exportações, exceptuando a moeda cunhada, montou a $113,742,314, em ouro, contra $121,773,627 durante o mesmo periodo em 1896, ou uma diminuição de $8,031,313, dos quaes $2,068,868 pertencem ás importações e $5,968,445 ás exportações.

As importações attingiram á somma de $49,987,541, distribuidas do modo seguinte:

Artigos sujeitos a direitos	$43,045,658
Artigos livres	6,658,121
Moeda cunhada	283,762

Comparados com os do primeiro semestre do anno de 1896, estes algarismos mostram uma diminuição de $2,143,428 em artigos

sujeitos a direitos, e de $5,387,390 em moeda cunhada, em quanto que os artigos livres têm augmentado em um valor de $74,560.

A diminuição se têm notado principalmente nos productos do reino vegetal, na importancia de $1,334,339; em madeiras e suas manufacturas, $591,412; em tecidos, com excepção dos artigos de seda e algodão, $1,170,960; em licores, vinhos e bebidas espirituosas, $355,830.

A diminuição crescente notada nas entradas de vinhos ordinarios em barris é, sobre todo, extraordinaria. As importações deste artigo, que durante o primeiro semestre do anno de 1895 montaram á somma de $3,280,000 em ouro, diminuiram successivamente a $2,820,000 para o periodo correspondente de 1896, e a $2,552,668 em 1897. Isto é devido em grande parte ao augmento nos ultimos annos da cultura das vinhas nas provincias do noroeste da Republica Argentina. Os vinhos de San Juan, de Mendoza, etc., que são preparados com mais cuidado que no passado, se consumem em grande escala como vinhos de mesa ordinarios e começam a fazer concurrencia seria aos vinhos francezes e italianos.

Os artigos em que se nota um augmento são os seguintes:

Os productos chimicos e pharmaceuticos	$200,938
Ferro e suas manufacturas	1,338,300
Tecidos de seda e lã	169,921
Vermouth	109,825

O augmento que se observa na tabella precedente é todo em favor da importação da Italia, pois o vermouth italiano é quasi o unico que se consume no paiz.

A seguinte tabella dá o valor das importações dos differentes paizes para a Republica Argentina nos annos de 1896 e 1897.

Paiz.	1897.	1896.	Augmento.	Diminuição.
Grã Bretanha	$18,947,560	$20,424,178	.....	$1,476,618
França	5,778,087	5,553,070	$225,017	.....
Allemanha	5,728,254	6,358,227	.....	629,973
Italia	5,342,946	5,400,741	.....	57,795
Estados Unidos	4,985,746	4,933,336	52,410	.....
Belgica	4,186,946	4,116,154	70,792	.....
Brazil	1,826,803	2,479,301	.....	652,498
Hespanha	1,755,175	1,410,244	344,931	.....
Paraguay	578,481	502,184	76,297	.....
Uruguay	295,386	335,163	.....	39,777
Chi e	96,343	11,443	84,900	.....
Hollanda	52,166	64,189	.....	12,023
Portugal	31,229	43,908	.....	12,680
As Antilhas	28,007	18,111	9,896	.....
Bolivia	23,177	23,677	.....	500

Durante o mesmo periodo as exportações attingiram á somma de $65,218,829, e foram como segue:

Artigos sujeitos a direitos	$39, 771, 228
Art gos livres	24, 267, 307
Moeda cunhada	1, 180, 294

Estes dados comparados com os do primeiro trimestre do anno precedente mostram que a exportação de artigos sujeitos a direitos tem augmentado em $5,574,633; a de moeda cunhada em $1,076,132; e a exportação de artigos livres tem diminuido em $11,537,078. Esta diminuição, que affecta quasi unicamente os productos agricolas, é consequencia da devastação occasionada pelos gafanhotos, que destruiram quasi inteiramente a ultima colheita de cereaes.

Os paizes que compram productos argentinos figuram na ordem seguinte:

Paiz.	1897.	1896.	Augmento.	Diminuição.
França	$14, 871, 335	$14, 932, 860	.....	$61, 525
Allemanha	9, 321, 283	8, 456, 197	$865, 086	.....
Grã Bretanha	7, 651, 223	8, 146, 182	.....	494, 959
Belgica	6, 303, 584	7, 665, 597	.....	1, 363, 013
Brazil	5, 675, 423	4, 629, 751	1, 045, 672	.....
Estados Unidos	5, 227, 765	3, 281, 279	1, 946, 486	.....
Italia	1, 928, 723	1, 882, 031	46, 692	.....
Chile	1, 127, 721	1, 354, 712	.....	226, 991
Uruguay	1, 103, 593	1, 656, 067	.....	552, 474
Hespanha	512, 285	457, 934	54, 351	.....
Bolivia	270, 491	265, 478	5, 013	.....
As Antilhas	187, 546	128, 253	59, 293	.....
Paraguay	73, 440	82, 634	.....	9, 194
Hollanda	33, 133	438, 528	.....	405, 395
Portugal	10, 142	14, 088	.....	3, 946

O valor das exportações para os Estados Unidos durante o primeiro semestre dos annos de 1897 e 1896 mostra um augmento de $1,946,486.

BRAZIL.

OBRAS DE MELHORAMENTO DO PORTO DE PERNAMBUCO.

O Governo dos Estados Unidos do Brazil resolveo abrir concurrencia para execução das obras de melhoramento do porto do Recife, Estado de Pernambuco, a terceira cidade do paiz em importancia commercial. O Recife possue um porto natural, sendo o quebra mar constituido pelos arrecifes que a certa dis-

tancia da terra se estendem ao longo de parte da costa norte do Brazil. Requer-se comtudo melhorar as condições existentes, segundo o plano geral elaborado pelo engenheiro brazileiro ALFREDO LISBOA, a que o concessionario terá de sujeitar-se com as alterações que durante a execução forem julgadas necessarias, a juizo do Governo. As obras referidas comprehendem os seguintes trabalhos: construcção de um quebra mar sobre o recife submerso; alteiamento dos recifes; construcção de caes definitivos, acostaveis por navios de grande calado; dragagem em todo o porto; collocação de boias e postes de amarração nos ancoradouros; construcção de armazens necessarios ao recebimento, guarda e conservação das mercadorias, os quaes gozarão das vantagens e favores concedidos por lei aos armazens alfandegados; estabelecimento, ao longo do caes, de vias ferreas em communicação com os seus armazens e com as estradas de ferro e tramways existentes; estabelecimento e bateria completa de guindastes hydraulicos ou electricos, e construcção de diques ou estaleiros destinados a exame e concertos de navios.

O contractante submetterá á approvação do Governo as plantas definitivas dentro do prazo de 6 mezes depois da approvação do contracto pelo Congresso, e as obras começarão no prazo de 1 mezes, devendo ficar concluidas dentro de 5 e 10 annos.

Para remuneração e amortização do capital empregado o contractante perceberá até o prazo de reversão das obras ao Governo 4 categorias de taxas; de atracação, de utilisação do caes, de carga e descarga (capatazias) e de armazenagem, alem da percepção de outras imposições relativas ao transporte de carga e estadias de navios nos diques.

Quando a renda liquida exceder 12 por cento, as taxes soffrerão reducção geral.

Se as obras forem executadas por empreza estrangeira, será ella considerada nacional para todos os effeitos do presente contracto.

As propostas serão apresentadas, em carta fechada, até as tres horas da tarde do dia 28 de Fevereiro de 1898 na legação do Brazil em Washington, e serão abertas no dia e hora que forem annunciados. Na mesma legação e no consulado geral em New York serão prestadas todas as outras informações que os pretendentes á concurrencia desejarem.

COLUMBIA.

MANUFACTURAS AMERICANAS.

O Sr. BIDLAKE, Consul dos Estados Unidos em Barranquilla, Columbia, faz, no relatorio annual a seu Governo, algumas indicações opportunas relativas ás manufacturas americanas que se importam n'aquella Republica. Uma das queixas principaes dos commerciantes é que as mercadorias americanas não são tão bem empacotadas como as europeas. Além disto, a necessidade de negociar por intermedio de casas de commissão em vez de fazel-o directamente com os fabricantes, dá em resultado o empacotamento de novo das mercadorias, e por conseguinte, um augmento de peso no volume. Nos portos columbianos, se cobram os direitos sobre o peso bruto do volume em caixa, segundo a classe, e, por conseguinte, deve evitar-se que pesem mais do que é absolutamente necessario.

Preferem-se as ferramentas americanas ás europeas, porque são mais aperfeiçoadas, mais leves e mais commodas, mas são mais caras. Os fabricantes allemães imitam exactamente os fações de Collins, que se consideram os melhores na America do Sul, e os garantem como de igual qualidade, offerecendo repol-os, si se quebrarem.

Os moveis são todos importados, e dos Estados Unidos se importam as cadeiras amarellas baratas de qualidade ordinaria e com assentos de rotim. Os apparelhos para luz electrica que vêm dos Estados Unidos, custam mais que os europeos, especialmente as lampadas incandescentes que valem 18 centavos cada uma, ao passo que as lampadas ordinarias da Italia se vendem a 10.6 centavos. O arame americano se vende por um preço de 10 a 15 por cento mais caro que o allemão. O calçado para mulheres e crianças é todo importado, e geralmente é de estylo francez. O calçado para homens é feito no paiz, mas as palas são importadas.

COSTA RICA.

O General J. S. CASEMENT, que obteve recentemente uma concessão do governo de Costa Rica para a construcção da estrada de ferro do Pacifico, que deve atravessar a Republica e unir a costa do Atlantico á do Pacifico, acaba de voltar de Costa Rica e dá informações importantes relativas ás condições politicas e commerciaes deste paiz.

Segundo o general CASEMENT, o Presidente IGLESIAS deseja que se estreitem as relações commerciaes entre os Estados Unidos e o seu paiz. Já os Estados Unidos predominam no commercio de Costa Rica, do qual duas quintas partes são feitas com New Orleans, e, si se esforçarem diligentemente, não ha razão por que os Estados Unidos não possam alcançar quatro quintas partes do commercio de Costa Rica. Os cidadãos de Costa Rica necessitam de machinas e a opportunidade é offerecida aos manufactureiros americanos para que se aproveitem deste mercado.

O Presidente IGLESIAS projecta muitos melhoramentos internos. Estão-se construindo estradas de ferro e o desenvolvimento da navegação fluvial recebe cuidadosa attenção. Com este objecto, convida-se capital estrangeiro para explorar os grandes recursos naturaes do paiz. Quasi todos os productos tropicaes podem ser cultivados, os recursos mineraes são varios e o clima é excellente.

HAITI.

NOVOS PROJECTOS FINANCEIROS.

O Honrado WILLIAM F. POWELL, ministro dos Estados Unidos em Haiti, communica que a Camara dos Deputados está discutindo um projecto de lei para a consolidação de todas as dividas da Republica em uma só divida nacional. Com este objecto se propõe a negociar um emprestimo de $6,000,000 nos Estados Unidos, com 6 por cento de juro annual. Esta quantia servirá para o pagamento de toda a divida actual do paiz, que monta a $26,875,784 em moeda de Haiti, e para pôr fim ao papel moeda e substituil-o com moeda de ouro, tomando como unidade monetaria o dollar dos Estados Unidos.

Para garantir o projectado emprestimo, se tomará uma parte dos direitos de exportação de café, que se calculam em cerca de $2,000,000 annualmente, e, além disso, si fôr necessario, se dedicará ao mesmo fim uma parte dos direitos de importação.

Estas quantias formarão um fundo de amortização para o serviço da divida e seu resgate. Tambem se projecta, no caso de se obter o emprestimo, a recunhagem nos Estados Unidos da moeda fraccionaria de prata tomando por base a deste paiz.

O Ministro POWELL crê que este arranjo financeiro contribuirá para estabelecer relações mais estreitas com os Estados Unidos, e, conseguintemente, para diminuir a influencia da França e Allemanha que tem predominado na ilha.

MEXICO.

CULTURA DA BORRACHA.

Muitas pessoas têm pedido a esta Secretaria informações relativas cultura de borracha no Mexico. Como resposta a estas perguntas, ublicamos a seguinte informação, que é o resultado das investiações feitas pelo Sr. GEO. D. COLEMAN, para o periodico intitulado The Two Republics."

Até agora o Brazil tem sido o grande productor de borracha, endo suas exportações por anno no valor de $100,000,000. Ha, porém, no Mexico e na America Central, terrenos igualmente adaptados á cultura de borracha, com a vantagem de gozar de um clima muito superior. Outr'ora, toda a borracha foi extrahida de arvores silvestres, mas havendo augmentado o consumo de borracha, e por conseguinte o seu preço, os capitaes estão sendo empregados nesta industria e muitos se dedicam a ella com proveito.

As arvores de borracha não crescem bem a uma elevação superior a 500 pés sobre o nivel do mar, e os melhores terrenos para a cultura dellas são os baixos e humidos, mas não pantanosos. Ha pouco tempo que se podiam comprar grandes areas de terreno adequado para a cultura de arvores de borracha pelo preço de 25 centavos por geira, mas com o desenvolvimento desta industria, o preço de terreno augmentou muito, e agora o preço ordinario por geira é de $2 a $5 na moeda mexicana. Deve-se lembrar, porém, que os terrenos de borracha podem ser utilisados na cultura de

outros productos, taes como milho, feijão, etc., até as arvores chegarem a tanta altura que cobram de sombra os terrenos, e que estes productos podem ser vendidos com lucro sufficiente para liquidar os gastos incorridos na preparação do terreno de borracha.

Depois de comprar o terreno, o gasto principal é o de desmontal-o e preparal-o. O desmonte pode ser feito com proveito si ha boas facilidades de transporte, porque os páus de tinturaria, páu sandalo, páu setim, ebano, mogno, etc., quando exportados se vendem por preços que compensam os gastos.

O terreno que se escolha deve estar situado nas margens dos rios e o solo deve ser fertil, lodoso e espesso. A presença de arvores de borracha silvestres, indica que o terreno é bom para a cultura de borracha. Devem-se deixar em pé estas arvores quando se desmontar o terreno, assim como as novas plantas que devem ser transplantadas a distancias regulares. A estação em que se devem plantar as novas arvores é a das chuvas, e ellas devem ser colloca- das em fileiras, tendo 15 pés entre arvore e arvore. As arvores devem ser plantadas alternativamente de modo que uma não sej opposta a outra nas fileiras successivas. Segundo esta distribuiçã haverá 193 arvores por geira, que é o numero maximo que s pode collocar com bons resultados. Depois de plantada a arvo não necessita de attenção ou cultura alguma, senão a de limpar mato, e para este fim, convem semear milho e feijão. A arvore borracha propaga-se por meio das sementes ou nozes que caem arvore nos mezes de Maio e Junho. Estas nozes podem plantadas em viveiros e se pode obter assim um grande num de plantas, ou se podem transplantar das florestas as novas arvor

A seis ou sete annos a plantação começa a produzir e de s t annos em diante deve produzir de 3 a 5 libras de borracha p o arvore. Calculando em 600 libras a producção de 193 arvores e em 50 centavos por libra o lucro liquido, temos um lucro de $3 o em ouro por geira. Das diversas classes de arvores que produze n a borracha, a mais importante é a conhecida com o nome d e "Castillo a Elastica." Arvores silvestres abundam nas floresta s dos Estados de Vera Cruz, Oaxaca, Chiapas, Tabasco e Campech e.

GENGIBRE.

Entre os productos tropicaes do Mexico, conta-se o gengibre. Essa planta tem sido considerada como indigena das regiões tropi-

caes da Asia e Africa, onde tem sido cultivada ha muitos seculos. Cresce sem cultura nos Estados de Puebla, Guerrero e Chiapas no Nexico, e se crê que foi introduzida por FRANCISCO DE MENDOZA no meio do decimo-sexto seculo.

Além de ser usada como comestivel, a planta de gengibre é um remedio valioso no tratamento das febres palustres e outras enfermidades que existem nos districtos onde cresce. Para a cultura dessa planta se necessita um solo rico, e não cresce em terrenos arenosos ou argillosos, ou nos muito humidos, porque nestes ultimos a raiz apodrece. A planta necessita tambem de chuvas abundantes e uma temperatura que não baixe de 40° Fahrenheit.

A estação melhor para plantar o gengibre no Mexico e na America Central é os mezes de Março e Abril, e os pedaços da raiz devem ser enterrados na terra a uma distancia de 12 a 18 pollegadas entre si. A sua cultura em geral é semelhante á da batata. A planta começa a florescer em Setembro ou Outubro, e em Janeiro está prompta para a colheita, que exige pouco trabalho e que consiste simplesmente em extrahir da terra os tuberculos. O processo de preparação é tambem simples e exige pouco gasto.

De um relatorio official sobre o assumpto, sabe-se que, em condições favoraveis, uma geira de terra deve produzir 4,000 libras ou mais, com um custo de um e meio a dous centavos por libra. O custo de transporte desde o lugar onde o gengibre cresce ao porto de Vera Cruz, não excede de $1 por quintal, inclusive o custo dos saccos. Em New York o preço do gengibre varia de 12 a 20 centavos por libra, pelo que pode-se ver que uma plantação de dez geiras produziria um ganho liquido de $5,000 a $7,000 por anno.

A CULTURA DO TABACO.

As pessoas entendidas na cultura e fabrico do tabaco, julgam que este é o momento mais opportuno para dar a conhecer as qualidades valiosas do tabaco do Mexico como tabaco de capa, em concurrencia com o artigo cubano, que dominou o mercado no passado. Em consequencia das perturbações agricolas resultantes da insurreição em Cuba, os grandes terrenos de tabaco nesta ilha não têm produzido nada, e os cultivadores têm transferido seus interesses em grande escala para o sul do Mexico. Estes

cubanos fallam com enthusiasmo do clima do Mexico, da fertilidade do solo, abundancia d'agua, etc. Tambem dizem, o que muitos outros viajantes têm dito, que os terrenos fertis de tabaco em Cuba estão cansados e que o alto preço de adubos de boa qualidade que se necessitam para preparar o solo para semear, tornaria impossivel que este paiz ganhe de novo os antigos mercados, ainda que a guerra fosse agora concluida, porque o producto mexicano torna-se mais conhecido cada dia e pode ser vendido com mais lucro que o artigo cubano.

O Estado de Oaxaca, em particular, possue condições muito favoraveis para a producção de uma variedade desta planta, que, por causa do seu pouco peso, textura e côr, assim como suas qualidades aromaticas, é muito valiosa como tabaco para capas de charuto, a qual se vende nos mercados do mundo por um preço muito elevado. Diz-se com confiança que o tobaco de capas que se vende a $4 (ouro), por libra, pode ser cultivado nestas secções, especialmente nos planaltos contiguos a Ozumacin que estão situados entre duas grandes porções d'agua e cujo solo é composto de 80 a 85 por cento de areia, de 5 a 6 por cento de substancias vegetaes em decomposição, e o resto de argilla branca. A ultima colheita de tabaco de Ozumacin e do Valle Nacional deu a média de 3 a 4 arrobas por cada 1,000 plantas e foi vendida de 80 centavos a $1 por libra.

O custo de viveiros, semeadura, colheita, preparação, etc., incluindo o juro sobre o dinheiro empregado, calcula-se em menos de 15 centavos por libra, deixando assim um lucro muito satisfactorio. Por causa das boas condições do tempo, a qualidade da producção deste anno é muito melhor, e devido ao facto de que não se necessitou renovar a semente, calcula-se em 12 centavos por libra o custo de preparar o tabaco para o mercado. Os commerciantes pagam 80 centavos por libra pelas plantas muito novas, mas os cultivadores julgam o preço de $1.20 como justo pelo tabaco não escolhido que estará prompto para se embarcar em fins de Fevereiro ou principios de Março.

Charutos feitos deste bom tabaco têm sido conhecidos e appreciados por muito tempo nos paizes estrangeiros. A preoccupação em favor do tabaco Cubano como tabaco de capas tem sido tão grande, que se tinha de empacotar o tabaco em rama em fardos parecidos aos de Cuba, afim de poder vendel-o promptamente.

Felizmente, este costume vai descaindo e como a reputação e bom nome do tabaco mexicano como tabaco de capas vai augmentando, espera-se que a proxima colheita será toda exportada como tabaco mexicano e nada mais. Os fardos de "petate" feitos no Mexico offerecem mais seguridade que os de "manta" de Habana. As facilidades de vias-ferreas para o transporte do producto destes districtos são excellentes, e quando estiver concluida a via-ferrea de Playa Vicente e Ozumacin, a viagem a Tlacotalpan será de 12 horas sómente. Este porto está situado no golfo do Mexico a 25 milhas no interior, e a profundidade d'agua até os caes é de 30 pés.

No Estado de Chiapas produziu-se no anno passado um tabaco muito bom para capas com um gasto quasi igual ao que se fez em Oaxaca e com um lucro semelhante.

Calcula-se que a colheita no districto de San Andres Tuxtla, será este anno de 300,000 arrobas. Ainda que èste tabaco não seja igual em qualidade ao de Ozumacin e ao do Valle Nacional no Estado de Oaxaca, é, no entanto, muito bom.

Tem-se calculado que uma fazenda de 75 geiras, com um milhão de plantas de tabaco dará uma colheita no valor de $62,500. Deixando $12,500 para gastos, sobre a base de $3 por arroba, ou 12 centavos por libra, fico ainda um lucro liquido de $50,000 pela colheita de tabaco só, sem contar outros productos secundarios, taes como milho, feijão, etc., que augmentam consideravelmente os lucros na cultura de terras de tabaco.

PARAGUAY.

COMMERCIO NO ANNO DE 1896.

A seguinte informação relativa ás condições commerciaes do Paraguay, é extrahida de um relatorio official recente.

AUGMENTO DE COMMERCIO.

Pode-se dizer com confiança, que, considerado no seu total, o commercio do Paraguay está melhorando lentamente mas com segurança. As rendas da alfandega que têm-se augmentado constantemente durante os ultimos annos, a construcção de novos edificios particulares e dos para os fins de negocio, o estabelecimento de novas lojas, e a grande procura de objectos luxuosos, taes como mobilia rica, roupas finas, e comestiveis estrangeiros, mostram claramente uma prosperidade crescente.

Madeiras, couros, yerba, fructas, e os legumes são muito procurados em Buenos Aires e Montevidéo, mas ainda o abastecimento d'elles não corresponde á procura.

O COMMERCIO DO TABACO.

No passado o tabaco era o principal ou unico producto cultivado pelo agricultor paraguayo para exportação e consumo domestico, mas em consequencia da alta dos direitos impostos na Republica Argentina e dos preços baixos offerecidos nesta Republica e na Europa pelo tabaco em folha, elle foi forçado, durante os ultimos dous annos, a plantar pouco mais do que exigiria seu proprio consumo. De facto, em algumas instancias, deixou de cultivar o tabaco, e applicou-se aos campos de yerba, onde podia ganhar bons salarios. O Governo está esforçando-se para fomentar esta industria e encontrar novos mercados.

DIFFICULDADES ENCONTRADAS EM OBTER TRABALHADORES.

Nas emprezas particulares que necessitam de muitos braços, a questão de trabalho apresenta serias difficuldades, e não é provavel que desappareçãm até que o paiz esteja povoado mais densamente ou que se possam obter trabalhadores estrangeiros em vez dos nativos. Mas ha, tambem, outros obstaculos que têm de ser combatidos, isto é, difficuldades de transporte e falta de meios de communicação.

ESTRADAS DE FERRO.

A unica estrada de ferro num paiz, cuja area, excluindo-se o Chaco, é calculada em 65,160 milhas quadradas, é uma linha de 155 milhas de comprimento estendendo-se de Assumpção até Pirapó e é conhecida como a Estrada de Ferro Central do Paraguay. Não ha ramaes.

COMMERCIO DIRECTO COM A EUROPA.

Actualmente se-faz pouco commercio directo com a Europa. Compram-se em Buenos Aires e Montevidéo quasi todas as mercadorias que se importam no paiz. Uma grande parte destas mercadorias procede da Grã Bretanha. A razão principal disto é que as casas de Montevidéo e Buenos Aires dão um prazo maior do que as casas europeas, em que se possam fazer os pagamentos, permittindo um credito de seis a oito mezes a contar da data do embarque e offerecendo demais as facilidades para sua prorogacão. Outra razão porque muitos commerciantes acham mais conveniente obter suas mercadorias das cidades acima mencionadas é, que, sendo exportadores assim como importadores, podem pagar nas mesmas mercadorias, quando lhes seja conveniente, em vez de dinheiro de contado pelas mercadorias recebidas, assim evitando o risco de soffrer perda no cambio. Um pequeno numero de casas, das quaes uma é ingieza, importa suas mercadorias directamente da Europa.

YERBA-MATE.

A yerba-mate, ou chá do Paraguay, é o artigo mais valioso de exportação. Ha duas qualidades que se vendem, mas differem sómente no seu modo de preparação. A qualidade que é conhecida com o nome de "mboroviré" é

simplesmente seccada num forno e depois quebrada em pedaços pequenos por meio de varas. A "moida" passa pelo mesmo processo, mas depois é moida. O direito de exportação sobre aquella foi augmentado em 1895 de 30 centavos de papel-moeda a 10 centavos de ouro, e sobre esta de 25 centavos de papel moeda a 9 centavos de ouro por 10 kilos. A renda recebida desta fonte em 1895 montou a £16,845. Os campos de yerba chamados "yerbales" pertenciam antigamente ao Estado, mas muitos delles foram vendidos e agora estão na posse de alguns capitalistas e companhias. A Companhia Industrial do Paraguay, que possue quasi a metade dos "yerbales" do paiz, exporta annualmente quasi 400,000 arrobas. Calcula-se em 9,024 toneladas a quantidade total da yerba exportada durante o anno passado, e o preço médio por arroba foi £ 0-7-8.

MADEIRAS.

Na falta de estatisticas ou relatorios, é difficil calcular a quantidade de madeira exportada durante o anno passado, mas diz-se que foi muito maior que a exportada em 1895, especialmente madeiras duras.

CURUPAY.

As seguintes são as principaes madeiras, seus preços e os fins a que são de melhor modo adaptadas:

O curupay é uma madeira de côr vermelha, muito rija e forte, dura por muitos annos quando collocada dentro da terra ou da agua, e usa-se principalmente para dormentes de estradas de ferro, estacas para pontes, ou docas. Usa-se a casca para cortimento. A gravidade especifica é de 1.172 a 0.917, e o preço é 45 centavos de ouro por vara.

QUEBRACHO-COLORADO.

O Quebracho-colorado é uma das mais duraveis madeiras do Paraguay, e diz-se, que dura o mesmo tempo quer na terra, quer na agua como ao ar. É bem adaptada para estacas, dormentes e pontes. Usa-se tambem como madeira de cortir. Acha-se principalmente no Chaco, mas encontra-se em pequena quantidade no norte do paiz. Sua gravidade especifica é de 1.392 a 1.232; preço em Assumpção, quasi $25 por tonelada.

URUNDAY-MÍ.

O Urunday-mí é pouco differente do quebracho quanto á sua rigidez e durabilidade, mas não é tão abundante. O preço é o mesmo; a gravidade especifica é, 1.091 a 0.920.

PETEREVI.

O Peterevi é uma madeira valiosa para mobilia, marcenaria etc. Quanto aos veios e côr é muito semelhante á nogueira americana; recebe muito lustre, e é duravel e pouco pesada. Diz-se tambem que é propria para mastros e vergas de navios. A gravidade especifica é 0.810 a 6.19; preço em Assumpção, 55 centavos de ouro por vara.

LAPACHO.

O lapacho é de uma côr de um amarello esverdeado e de muita rigidez. Ao ar dura por muitos annos, e não se quebra facilmente. Uma grande quantidade desta madeira é enviada para Buenos Aires para ser usada na construcção de estradas de ferro e de navíos. Na localidade usa-se na manufactura de raios de roda e embarcações. O "lapacho crespo" é uma variedade rugosa de que se faz mobilia rica, ainda que seja pesada. A gravidade especifica é 1.072 a 0.952. O preço é quasi 40 centavos de ouro por vara.

YBIRA-RÓ.

Usam-se o ybira-ró e ybira-pita principalmente na manufactura de mobilia e rodas de carro. Aquella é uma madeira superior a esta, mas não é tão abundante. A gravidade especifica é de 1.038 a 0.744, preço, em Assumpção, 2 dollars por vara.

PALMAS PRETAS E VERMELHAS.

As palmas pretas e vermelhas são madeiras muito duras, e, segundo se diz, algumas vezes embotam os melhores machados de aço. A palma preta é excellente para foliado e recebe muito lustre. Quando collocadas dentro da terra ou da agua, estas madeiras duram por muitos annos. Encontram-se no Chaco, e no norte do Paraguay. Os preços em Assumpção, são quasi 2 dollars por cada vara.

CEDRO E TIMBO.

Entre as madeiras mais leves podem-se mencionar as varias qualidades de cedro conhecidas no commercio como mogno feminino e timbo. Usam-se aquellas extensamente neste paiz na manufactura de mobilia, portas, portas de janella, caixas, etc. São relativamente baratas e faceis de trabalhar. Encontram-se as arvores no sul e no sudoeste, mas uma qualidade superior cresce na Alta Parana e nas Missões do Paraguay. O timbo é uma madeira pouco pesada e muito semelhante ao cedro quanto aos veios, e, algumas vezes cresce a uma grande altura. Os indios fazem suas canoas e caixas para agua desta madeira. Exporta-se em pouca quantidade. A gravidade especifica é de 0.440 a 0.328.

OUTRAS MADEIRAS.

As melhores madeiras do Paraguay e as que se usam mais extensamente, sómente são dadas na lista precedente, mas ha muitas outras tambem, entre as quaes podem-se mencionar o tatané, páu santo, páu de lança, páu preto de loureiro, páu de rosa, incionso, e as variedades de cidreira.

Calcula-se em 30,000 toneladas a quantidade de madeira transportada na estrada de ferro durante o anno passado.

TOMATES.

Os tomates crescem muito bem no Paraguay, mas não são tamanhos ou de côr tão escura como os produzidos na Europa. Na primavera procuram-se muito em Buenos Aires e podem ser vendidos por um preço remunerador. Uns 3,000 cestos de tomates foram enviados para Buenos Aires durante o anno passado.

BANANAS.

Ainda que as bananas cresçam bem neste paiz e sejão de qualidade excellente, não são cultivadas em grande escala. A quantidade que se embarcou para Buenos Aires montou approximadamente a 10,000 cachos.

PANNO PARDO.

O panno pardo, ou, como se chama aqui, *lienzo*, é, talvez, a fazenda mais importante que se importa, e, segundo se diz, é fornecido quasi inteiramente pelas casas de Manchester. Usa-se extensamente neste paiz, e especialmente pelas mulheres e creanças pobres, sendo feito em saias e chales que se usam igualmente no verão e no inverno. As qualidades mais grossas usam-se para toldos, biombos, etc. Uma porção deste panno procede da Allemanha.

CHITAS.

Um outro artigo importante que se importa, é a chita, conhecida aqui com o nome de "bramante." Uma porção procede da Allemanha, mas a maior parte é de manufactura ingleza. É muito usada pelas mulheres para camisas e chales.

CHALES.

Quasi todas as mulheres usam chales pretos de lã ou de lã misturada com algodão, que são conhecidos aqui com o nome de "rebozos." São fabricados principalmente na Allemanha e Belgica, sendo estes preferidos aos manufacturados na Inglaterra porque são mais baratos e a franja é mais larga e mais trabalhada.

CHITAS DE ALGODÃO.

As chitas baratas e as cassas são fornecidas principalmente pela Inglaterra. As vendas médias por anno são de 100,000 peços de 24 a 35 metros cada uma. Dizem que as chitas da Allemanha são superiores, e, por conseguinte, são mais custosas.

RISCADOS, FAZENDAS PARA CAMISAS, ETC.

As varias qualidades de riscados e tecidos de algodão para os fatos de homem são todas de fabricas da Allemanha e Italia.

LINHAS PARA COSTURA.

Importam-se annualmente quasi 3,000 caixas de carreteis de linhas para costura de manufactura ingleza. A Belgica, porem, tem uma pequena parte desta importação.

CANHAMAÇO.

Canhamaço crú, chamado aqui "*arpillera*," é todo de fabrica de Dundee e de 10 a 18 onças em qualidade. As vendas médias por anno são de quasi 500,000 jardas. Usa-se este panno principalmente para enfardar yerba e tabaco.

FERRAGENS, PORCELANA, VIDRO, CUTELARIA, ETC.

A maior porção das ferragens procede da Allemanha, tendo estas a preferencia sobre as de manufactura ingleza por causa da sua barateza. Os artigos esmaltados, vidro, e porcelana são importados principalmente da Austria, e dizem que são da mesma qualidade que os manufacturados na Grã Bretanha e são mais baratos. As ferramentas de carpinteiro, facas, garfos e colheres, panellas de ferro de cozinha e os utensilios de cozinba em geral, são importados principalmente da Allemanha e da França, e são muito ordinarios e baratos. Faz-se um bom commercio aqui nas facas de bainha e nos punhaes, porque todos os paraguayos, quasi sem excepção, trazem uma destas armas no cinto. Antigamente estas eram importadas da Allemanha, mas ultimamente algumas caixas de armas de qualidade superior foram importadas directamente da Inglaterra e foram promptamente vendidas. Vendem-se por $3.50 a $10 cada uma.

ARAME DE FERRO.

O arame preto vendido aqui para cercas é de manufactura inglesa. Preferem-se os Nos. 7, 8, e 9. Quasi 6,000 rolos de 450 jardas cada um são importados annualmente.

INSTRUMENTOS AGRICOLAS.

Actualmente a venda dos instrumentos agricolas não é grande. O machado, machete e a enxada são os instrumentos que se procuram em maior escala, sendo muitas vezes os unicos que se usam neste paiz para preparar o solo para a sementeira. Depois de empregado o machete, usa-se o machado para cortar as grandes arvores, e finalmente a enxada para quebrar o solo. Muitos dos arados que se podem ver casualmente são fabricados no paiz e têm relhas de madeira. Quasi todos os machados e picaretas que se vêm nas lojas são fabricados nos Estados Unidos, assim como as pás e enxadas, poucos sendo importados da Inglaterra e Allemanha. Actualmente ha pouca procura para machinas de qualquer classe.

ASSUCAR.

Não obstante a canna de assucar crescer em abundancia aqui, o assucar não é manufacturado. Todo o assucar que se usa no paiz é importado de Buenos Aires, e é de manufactura franceza. Importam-se annualmente quasi 8,000 barricas de assucar de 115 kilos cada uma.

ARROZ.

Segundo se calcula, 3,000 saccos de arroz de *Rangoon*, chamado aqui arroz de Bremen, e 1,000 saccos de arroz italiano, conhecido com o nome de "Piemonte," são importados annualmente. Cultiva-se em pouca quantidade no paiz. É muito inferior ao arroz estrangeiro e custa de $6.50 a $7 por arroba.

VELAS.

Muitas das velas de estearina que se usam aqui são importadas de casas de Amsterdam. As velas de sebo e cera são fabricadas no paiz.

KEROSENE.

Quasi 10,000 latas de kerosene são importadas annualmente.

CERVEJA, VINHOS, E BEBIDAS ESPIRITUOSAS.

Uma pouca quantidade de cerveja em garrafas é importada da Allemanha, Montevidéo e Buenos Aires; mas muita cerveja usada aqui é de manufactura domestica. Por causa de sua falta de peso e de sua adaptabilidade ao clima, estas cervejas têm a preferencia sobre as fabricadas na Inglaterra. Importam-se da França, Italia, e Hespanha os vinhos que vêm em barris e garrafas; o vinho é fabricado no paiz. O consumo de bebidas estrangeiras não é grande.

COLHEITAS PRINCIPAES.

Os principaes artigos que se cultivam são milho, mandioca, canna de assucar, tabaco, alfalfa e feijão. O milho e mandioca formam o alimento principal dos camponezes e pobres das cidades. Acha-se muito difficil conservar o milho por muito tempo porque logo que é guardado é atacado pelo gorgulho. O preço do milho varia de 50 centavos a 2 dollars por arroba. Um grande numero dos camponezes ainda usam a mandioca como um substituto do pão. Nas cidades foram installados moinhos de trigo e padarias, e por conseguinte, o pão tem substituido em grande escala a mandioca.

TRIGO.

O trigo é importado da Republica Argentina. Foram feitos muitos ensaios para cultivar este cereal no Paraguay mas até agora tiveram máo exito.

CANNA DE ASSUCAR.

A canna de assucar cresce bem e ha muitas plantações em todas as partes do paiz; mas até agora resultou pouco lucro da sua cultura. Não se produz o assucar. Foi organisada recentemente uma companhia afim de construir uma fabrica de assucar em Ibitimi, situada na estrada de ferro, e fazer funccionar a mesma, mas o dono quebrou antes de concluida a obra. O capital exigido, portanto, ainda não tinha sido subscripto. Quasi o unico uso a que os Paraguayos destinam a canna de assucar é para destillação, de que fabricam caña ou aguardente. Os engenhos de moagem construidos de madeira e as pequenas fabricas de destillação abundam em todas as partes do paiz.

ALFALFA.

Alfalfa dá de quatro a cinco colheitas por anno e vende-se de 30 centavos a $1.30 por arroba. Dizem que as hervas más impedem muito a cultura desta planta.

CAFÉ.

A cultura do café está ainda num estado experimental, mas actualmente vão-se estabelecer muitas plantações em varias partes do paiz e especialmente nos estabelecimentos do Governo. Encontra-se a maior plantação no Departamento de Emboscada, perto da colonia de San Bernardino, estabelecimento allemão situa-

do na costa septentrional da Lagôa de Ipacary, que é situada junto á estação de Patiño-cué e distante de Assumpção quasi 36 kilometros. Ha nesta plantação algumas 200,000 arvores já produzindo fructo. Algumas pessoas dizem que é superior ao do Brazil. Os resultados são considerados satisfactorios e favoraveis, mas não se pode dizer si a empreza provará ser lucrativa afinal. O Governo favorece os cultivadores de café dando-lhes facilidades para adquirir semente, e offerecendo-lhes uma remuneração de 30 centavos por cada planta que se transplantar e estiver em boa condição no momento de ser plantada. Pode-se obter tambem um emprestimo de 30 centavos por cada planta, que é pagavel em duas porções annuaes de 15 centavos por planta.

ALGODÃO.

A planta de algodão é cultivada tambem em poucas quantidades. A qualidade é excellente. Si se podesse obter trabalhadores sufficientes, não haveria razão para que o algodão não fosse cultivado em maior quantidade do que é actualmente. O Banco Agricola paga $4 por arroba pelo algodão com caroço e $12 pelo algodão sem caroço.

OUTRAS PLANTAS DE QUE SE FAZEM TECIDOS.

Ha no paiz varias classes de plantas de que se fazem tecidos, entre as quaes pode-se mencionar a Caraguata, que é uma especie de bromelia e cresce em abundancia em muitas partes do paiz. A rami foi cultivada com bom exito em muitas partes e quatro ou cinco colheitas podem ser feitas num só anno mas as plantações foram abandonadas por falta de machinas de descortiçar.

OLEO DE PALMA.

A palma de coco abunda em todas as partes do paiz. O oleo espremido do caroço é de qualidade excellente, e usa-se aqui principalmente na manufactura de sabão. Amostras deste oleo foram mandadas para a Europa pelo Banco Agricola de Assumpção e ordens foram recebidas da Inglaterra e Italia para grandes quantidades. O Banco paga pelo caroço o preço de $2.70 por arroba.

FALTA DE MACHINAS DE QUEBRAR COCOS.

Convem dizer, talvez, que para o proprio desenvolvimento da industria de oleo de coco neste paiz, são exigidas boas machinas a mão para quebrar os cocos. As poucas machinas que se usam actualmente são fabricadas em Assumpção e não dão bons resultados. A machina deve ser construida de modo que quebre a casca sem prejudicar o caroço, e deve produzir 50 libras de cocos por hora. As cascas devem ser quebradas sufficientemente para que um homem possa tirar o caroço com a mão, e 90 por cento dos caroços, pelo menos, devem sahir intactos da machina. A machina deve ser simples em construcção e feita de um material forte. O preço não deve exceder de 10 libras esterlinas. Visto que o coco não é uniforme em tamanho, deve-se inserir um crivo que transmitta os grandes e pequenos cocos para as quebras correspondentes. Um certo numero de machinas desta classe seria vendido aqui promptamente.

CRIAÇÃO DE GADO.

A criação de gado é uma empreza mais lucrativa do que muitas outras do Paraguay ou, pelo menos, uma das mais seguras. O augmento annual de uma manada numa estancia pode ser calculada em 25 e 35 por cento, mas a ultima cifra é alcançada sómente nas estancias em que os animaes são tratados com cuidado e em que a pastagem é muito boa.

Doenças epizooticas occorrem raramente, mas ha outros perigos a que estão frequentemente expostos e aos quaes muitas vezes cahem victimas. Estes são as mordeduras das serpentes e moscardos, os bichos, seccas, e occasionalmente os jaguares.

PREÇO DA TERRA.

Encontram-se as melhores terras nos departamentos de Villa Conceição, San Pedro, San Estanislaus, Ajos, Missões, Neembucu, Caacupú, e Caazapá. Pode-se comprar uma legua quadrada de terra por 45 libras esterlinas em diante, variando o preço segundo a qualidade da terra, sua situação e a qualidade de capim que se produz. Uma porção de terra pertencente á Companhía Anglo-paraguaya, Limitada, que possue algumas 3,460 milhas quadradas de terra na Republica, foi vendida recentemente por $500 por legua, mas este é um preço excepcional e uma grande porcão de terra, talvez igualmente boa, pode ser comprada por menos que a metade desta somma.

Deve-se tomar muito cuidado em comprar terra no Paraguay, porque os titulos podem ser, e muitas vezes são, defectivos. Antes de assignar um contracto, portanto, deve-se consultar um advogado conhecido a respeito da validade do titulo do vendedor.

INDUSTRIAS.

Exceptuando-se as industrias de yerba, madeira, tabaco, e fructas, ha poucas de importancia neste paiz. Ha varias fabricas de destillação, alcaçarias, fabricas de phosphoros e moinhos de trigo em Assumpção e nos arrebaldes desta cidade. Ha tambem uma fabrica de sabão perto da cidade, que manufactura sabão de boa qualidade de oleo de coco. Fabricam-se tambem na capital e em varias outras partes do paiz tijolos e telhas, jarras e garrafas de barro, vassouras, chapéos de palma, gelo, conservas de fructa, charutos, cigarros e velas. Ha fabricas de destillação para a producção de caña em todas as partes do paiz como ja disse. Uma qualidade especial de renda, muito bonita, é feita pelas mulheres; tambem toalhas de mesa, guardanapos, camisas, e redes excellentes de um algodão grosso cultivado no paiz. As velas de sebo e de cera são feitas tambem pelas mulheres nativas.

EMBARQUES.

Ha duas linhas de vapores para passageiros navegando entre o porto de Assumpção e o Rio da Prata, cada uma das quaes faz uma viagem por semana. Os vapores da linha Lloyd-Brazileiro navegam entre Montevidéo e Corumbá, tocando em Buenos Aires e Assumpção. São vapores para carga e sahem cada quinze dias.

de Julho de 1897, nomeei o honrado JOHN A. KASSON, do Estado de Iowa, commissario especial plenipotenciario para negociar com os paizes estrangeiros que desejem aproveitar-se destas disposições. Negociações estão actualmente em progresso com varios governos, tanto europeos como americanos. Espera-se que, no desempenho judicioso dos poderes que confere esta lei, sejam removidas, ou pelo menos mitigadas as difficuldades existentes entre os paizes estrangeiros e os Estados Unidos quanto ás nossas mutuas relações commerciaes, e que a quantidade de mercadorías que se trocam, possa ser augmentada com proveito para as duas nações contratantes."

Refere-se por extenso, á importancia e utilidade para ó commercio do continente americano involvida na conclusão do canal de Nicaragua. Relativo a este projecto, o Presidente diz o que segue:

"Um assumpto de muita importancia para nosso paiz e que vaisendo apreciado cada dia mass por parte do povo, é a conclusão do grande caminho commercial entre o Atlantico e o Pacifico, conhecido como canal de Nicaragua. Sua utilidade e valor para o commercio americano são concedidos por todo o mundo. Já está funccionando a commissão nomeada em data de 24 de Julho proximo findo, de accordo com a lei approvada a 2 de Março de 1895, para continuar os estudos e exames afim de determinar o traçado, a possibilidade e custo de construcção do canal de Nicaragua, e de fazer todos os planos para sua construcção. No futuro remetterei ao Congresso o relatorio desta commissão e ao mesmo tempo farei as suggestões que me parecerem convenientes."

A EXPOSIÇÃO PAN-AMERICANA DO NIAGARA

O numero do Boletim correspondente ao mez de Outubro d[illegible] uma extensa descripção do plano geral e escopo da Exposiçã[illegible] Pan-Americana do Niagara, e os nomes de seus principaes organisadores e os dos membros da commissão executiva. O project[illegible] tão meritorio em si mesmo, concebido com o fim de acercar ma[illegible] entre si os povos e industrias do Hemispherio Occidental, parec[illegible] que está recebendo toda a attenção que merece, tanto nos Estados Unidos como no estrangeiro. A magnitude da obra e a energia com que se está desenvolvendo, têm recommendado o projecto á

noticia e consideração do governo nacional. Já trata-se de obter do Congresso, uma consignação que, ao mesmo tempo que dê ao projecto a sancção do Governo nacional, assentando-o assim sobre uma base firme, por meio de seu auxilio material, sirva tambem para preparar a maior exhibição dos productos especiaes dos Estados Unidos. Os nomes que figuram á frente do projecto são garantia de que o apoio do Governo será devidamente supplementado, e que a exposição rivalisará em muitos particulares com a Exposição universal, e será superior a esta em alguns respeitos.

O lugar escolhido é muito appropriado, pois é uma ilha no rio Niagara, que tem uma area bastante extensa e situada á vista da grande cataracta de Niagara, cujas forças titanicas até agora não têm sido utilizadas, servindo sómente como um grande espectaculo de natureza. A epocha é opportuna para illustrar o progresso nacional do Novo Mundo no seculo dez e nove.

O Mexico e as principaes republicas da America Central e do Sul, já pediram espaço que foi concedido, para a exhibição de seus respectivos productos.

O Sr. R. C. HILL, secretario, fallando da Exposição e seus propositos, diz:

"O que nos propomos, é mostrar o progresso deste hemispherio em todos os seus ramos, e abrir uma grande exposição de industria e arte. Não é uma exposição universal e sómente é internacional por quanto nella terão de figurar todos os paizes deste hemispherio. Crêmos que não sómente será de utilidade para nossas industrias, mas tambem estabelecerá relações mais amistosas entre os differentes paizes. Servirá como uma educação na doutrina de Monroe. Provará que existe uma America para os americanos e explicará a razão pela qual os americanos devem permanecer unidos. Annuncia-se que o Congresso Pan-Americano será celebrado em Washington em 1900, mas creio que esta data será alterada e que aquelle Congresso terá lugar aqui em 1899, data de nossa exposição. Assim pensavam os delegados do Congresso Pan-Americano quando conferenciaram aqui acerca da exposição o anno passado."

A exposição é sob a administração do presidente, Capitão JOHN M. BRINKER de Buffalo, cuja sagacidade descobriu os usos praticos a que a maravilhosa força dynamica das cataractas podia ser applicada e a cujas energias se deve a construcção da estrada de ferro

de Niagara. As pessoas que o assistem são o Sr. W. CARYL ELY, Director geral; F. C. M. LAUTZ, Thesoureiro; e RICHMOND C. HILL, Secretario.

O escriptorio geral da companhia occupa um andar inteiro do "Coal and Iron Exchange Building" de Buffalo, N. Y., e se propõe estabelecer outros escriptorios em New York, Chicago e Washington, D. C.

COMMERCIO MISCELLANEO.

REPUBLICA ARGENTINA.

Folhas de Ferro Americano. Uma das primeiras casas commerciaes da Republica Argentina assegura que o commercio em folhas de ferro augmentou muito naquelle paiz, devido a que cada dia esta é mais empregada em construcções. Os manufactureiros americanos começam a reconhecer o facto de que os mercados sul-americanos são muito importantes, e fazem esforços para introduzir seus productos em concurrencia com os de fabrico inglez. Um dos obstaculos contra o seu bom exito neste commercio, tem sido até agora a differença nos fretes, porque os fretes inglezes custam 10 por cento menos do que os americanos. Tomar-se-hão medidas para obviar esta difficuldade, e se crê que a promptidão na remessa de mercadorias dos Estados Unidos favorecerá a este paiz na concurrencia que se tem suscitada.

BRAZIL.

Embarques de Papel. Diz-se, com autoridade, que grandes remessas de papel dos Estados Unidos se exportam constantemente para Londres para ser dalli reembarcadas para o Brazil. Papel para periodicos, para tectos e para lojas de papel tem sido pedido por casas exportadoras em quantidades que sobem a milhares de dollars. Isto é devido ao facto de que na America Central e do Sul ignoram o que é a producção deste artigo nos Estados Unidos, e a que as casas inglezas, em concurrencia com os fabricantes allemães, dominam um mercado a que os americanos têm prestado pouca attenção.

CHILE.

A Industria de Nitrato. Segundo o "*Chilian Times*", a producção de nitrato em 1896 montou a 23,832,434 quintaes, e a exportação attingiu a 24,066,189 quintaes. Os principaes paizes para que se exporta o nitrato do Chile são a Allemanha, os Estados Unidos, Grã Bretanha, França e Hollanda. De uma publicação que mostra o consumo de nitrato do mundo durante os sete ultimos annos, nota-se que houve um augmento de 4,359,627 quintaes, ou quasi 200,000 toneladas inglezas no consumo de 1896 sobre o de 1890. O excesso de exportações em 1896 sobre a producção deste anno, é devido ao excesso de producção em 1895.

A Companhia de Tabaco da America do Sul.

A companhia de tabaco da America do Sul, estabelecida em Valparaiso, que emprega 160 operarios, importa para a fabricação de cigarros, grandes quantidades do tabaco americano em rama, da qualidade que se cultiva nos Estados de Virginia e North Carolina. Além do tabaco importado dos Estados Unidos, esta companhia importa tabaco de Cuba, Egypto, Turquia, e do norte do Brazil. Calcula-se que a producção por dia deste estabelecimento é de 900,000 charutos e 10,000 libras de tabaco lavrado. Crê-se que, si os exportadores fizerem esforços adequados, o consumo do tabaco americano no Chile seria muito augmentado.

EQUADOR.

Facturas Consulares.

Conforme um decreto executivo, todas as mercadorias com destino á Republica do Equador, deverão ser acompanhadas de uma factura consular, certificado pelo consul do Equador no porto do embarque ou pela pessoa que seja auctorisada a proceder d'este modo. O peso em grosso de cada volume que pesar mais do que 50 kilogrammas deverá ser marcado no seu exterior por algarismos. O peso que for em excesso de 10 por cento do mencionado na factura, pagará uma taxa addicional de 100 por cento sobre o direito applicavel ao artigo pela lei de alfandega em vigor.

HAITI.

Cabo Submarino para a America do Sul.

A companhia de cabos e telegraphos dos Estados Unidos abriu ultimamente seu cabo submarino que se liga com o da America do Sul. O cabo estende-se de Londres até o cabo de Haiti, aonde é ligado com o cabo francez das Antilhas que toca em Venezuela, Martinica, Guyana Franceza e Hollandeza e Vizeu, no Brazil. Em Vizeu o cabo francez liga-se com as linhas de telegraphos do Brazil e depois com as da Republica Argentina. Este cabo reduz a distancia que os telegrammas por cabo têm de percorrer entre a Inglaterra e a America do Sul e a diminuição do custo é de 25 por cento.

MEXICO.

Trabalhadores Japonezes nos Cafesaes.

O Sr. WILLIAM LAING MALCOLMSON, que residiu por muitos annos em Ceylão, dedicado á cultura de café em grande escala, e que por algum tempo tem estado no Mexico investigando as possibilidades da cultura de café nesta republica, tem interessado muitos ricos cultivadores de café na compra de extensas fazendas no isthmo de Tehuantepec. Por intermedio do ministro japonez no Mexico, o Sr. MALCOLMSON concluiu alguns arranjos preliminares para a introducção na republica de uma grande colonia de trabalhadores japonezes afim de empregal-os nos cafesaes. Entende que os terrenos do sul do Mexico se adaptam melhor para a cultura do café que quaesquer outros que elle tem visto, e que o trabalhador japonez é especialmente apto para esta cultura.

Machinas Americanas.

A procura de machinas no Mexico vai augmentando á proporção que suas industrias se desenvolvem. Machinas de mineração, taes como caldeiras e machinas a vapor, foram muito procuradas no anno passado, e foram fornecidas por uma casa judiciosa e muito emprehende-

dora de Erie, Pennsylvania. A necessidade de machinas, entretanto, não é limitada a uma classe especial, mas exigem-se todas as classes de machinas e um campo muito promettedor para suas industrias aguarda a vigilancia dos fabricantes dos Estados Unidos. Os fabricantes europeos concorrem activamente neste negocio.

Exportações Mexicanas em 1896-97.

Conforme as estatisticas ultimamente publicadas pelo Ministerio da Fazenda, o Mexico exportou durante o exercicio de 1896–97, metaes preciosos no valor de $66,183,097, e outros artigos no valor de $45,163,397, formando um total de $111,346,494. O total das exportações durante o exercicio anterior foi sómente de $105,016,902, o qual prova que houve um augmento de $6,329,592.

NICARAGUA.

A Colheita de Café.

As informações recebidas do districto de Matagalpa relativas á colheita de café para o anno de 1897 a 1898, indicam que será demasiado grande para ser transportada por meio de mulas e carretas de bois. Com este motivo, o Congresso de Nicaragua autorisou ao Presidente ZELAYA que faça construir uma via ferrea que, partindo da cidade de Matagalpa, una-se com a estrada de ferro nacional. As fazendas de assucar e de café têm sido desenvolvidas tanto que os cultivadores necessitam de machinas mais grandes e melhores, assim como de methodos mais rapidos para preparar os productos para os mercados.

PERU.

Abolição do Direito de Exportação sobre a Prata.

No dia 11 de Setembro ultimo, o Governo peruano publicou um decreto, pelo qual foi abolido o direito de exportação de 3 por cento ad valorem que se cobrava sobre a prata cunhada, em barras e chafalonia. Esta isenção não se estende á moeda de ouro nacional ou ao ouro em barras ou em pó, que continuará pagando um direito de exportação de 3 por cento.

ESTADOS UNIDOS.

As Pelles de Vitella são Livres de Direitos.

A Junta de Avaliadores geraes dos Estados Unidos decidiu no dia 3 de Dezembro de 1897, que as pelles de vitella crúas, que servem para fazer quasi todo o calçado que se usa neste paiz serão no futuro introduzidas livres de direitos. Segundo esta resolução, pelles de vitella crúas não devem ser classificadas, segundo a lei de tarifa Dingley, como couros de rezes crús, que pagam um direito de 15 por cento *ad valorem*, mas que estão isentas de todo direito e figuram na lista de artigos livres sob o nome de pelles crúas. A Junta decidiu tambem que a palavra "couro" se applica technicamente ás pelles de animaes grandes, taes como cavallos, bois, vaccas, e touros, emquanto que a palavra "pelle" se emprega fallando de carneiros, vitellas e cabras. A palavra "couro", como termo commercial, refere-se aos que pesam 25 libras ou mais; os couros que pesam

menos são classificados como "pelles". Tratando-se de pelles e couros seccos, um peso de 12 libras marca a linha divisoria.

O Cedro da America do Sul. N'um relatorio sobre o mercado de New York de Dezembro de 1897, se declara que o cedro procedente de certa parte das Antilhas, do Mexico, America Central e America do Sul rivalisa com o cedro da Hespanha. O cedro destes paizes é muito satisfactorio e menos custoso que o cedro hespanhol, de que não ha abundancia, e, por conseguinte, é provavel que este seja substituido por aquelle no futuro.

Commercio de Velocipedes. Uma comparação das estatisticas do commercio de velocipedes com a America-latina para os exercicios de 1896 e 1897, mostra um augmento notaval nas exportações para 1897. Quanto á distribuição destas exportações, o Mexico as tomou no valor de $73,117, que foi um augmento de $48,839 sobre as do anno anterior; a Republica Argentina importou no valor de $42,091 em 1897, contra $4,065 em 1896, e o Brazil, que occupa o terceiro lugar na lista, $29,355, em 1897, e $13,592 em 1896. A America Central, Santo Domingo, e a Columbia augmentaram suas importações nestes dous annos no valor de $6,020, $4,642, e $1,278 respectivamente. Os demais paizes sul-americanos importaram velocipedes em 1897, no valor de $73,507, e em 1896 sómente no valor de $13,401, que mostra o augmento notavel de $60,106.

URUGUAY.

Commercio entre os Estados Unidos e Montevidéo. Segundo informações sobre as exportações do porto de Montevidéo durante os primeiros nove mezes do anno corrente, foram exportados para os Estados Unidos durante este periodo 245,605 couros de boi seccos, ou mais que a metade de um total de 466,795. Dos couros de boi salgados que o Uruguay exportou, os Estados Unidos tomaram a quinta parte, figurando no quarto lugar entre as nações occupadas neste commercio. Nas importações da lã do Uruguay, os Estados Unidos occupam o terceiro lugar, tendo importado 11,738 fardos de um total de 50,552, e no commercio de pellos, mais que a terça parte de um total de 940 fardos foi exportada para os Estados Unidos.

VENEZUELA.

O Commercio de Gado. O Ministro FRANCIS B. LOOMIS, n'um relatorio remettido ao Ministerio de Estado, diz, que o commercio de gado em Venezuela ameaça prejudicar os criadores americanos, e dá, como prova desta declaração, o grande augmento que houve no numero de gado criado em Venezuela nos ultimos tres annos. Em 1894, havia 5,000,000 cabeças de gado no paiz; no anno corrente o numero montou a 10,000,000 cabeças, e espera-se que nos proximos quatro annos o numero seja dobrado. Os esforços feitos por parte da Republica para abrir um mercado no Brazil para o gado foram de tanto exito que se propõe estender o commercio para Cuba e as Antilhas.

O RAMI.

Sua Cultura e Manufactura.

Em consequencia do excesso de producção e o conseguinte baixo preço do assucar de canna, os agricultores da America do Sul e das Antilhas sentiram-se forçados a buscar alguma nova industria a que podiam dedicar com mais proveito os seus trabalhos e seus terrenos. Nesta crise parece que a cultura do rami lhes tem sido apresentada.

Muitas experiencias têm demonstrado que esta planta crescerá em abundancia e a muito pouco custo de cultivo em varias partes do Mexico, America Central e America do Sul. Até o presente a producção do rami, n'uma escala proporcional ao seu valor e rendimento provavel, foi impedida pela falta de machinas para descortiçar e desgommar a fibra, de modo que podesse fazer concurrencia com a fibra preparada á mão, importada da China.

Experiencias concludentes levadas a cabo na ilha de Jamaica recentemente, mostraram que a machina do Sr. MacDonald realisa aquellas operações de maneira satisfactoria.

Segundo o *Gleaner* que se publica em Kingston, organisou-se uma companhia sob o titulo de "Jamaica Fibre Company, Limited" cujo objecto é cultivar o rami em grande escala e preparar a fibra para o mercado. Os nomes que figuram á frente desta associação, segundo o *Gleaner*, são garantia da seriedade da empreza.

ASSOCIAÇÃO NACIONAL DE FABRICANTES.

Armazem em Caracas.

O armazem para a exhibição de manufacturas americanas estabelecido em Caracas, é a primeira tentativa experimental que tem feito neste sentido a Associação Nacional de Fabricantes. A demanda de espaço pelos exponentes tem sido tão grande que os directores se têm visto obrigados a fixar o 4 de Dezembro como limite do prazo para receber mercadorias. N'um relatario datado em Puerto Cabello, e que acaba de chegar ao Ministerio de Estado, o Consul Proskaner se expressa da seguinte favoravel maneira acerca da empreza e seus resultados quanto ao commercio de Venezuela:

"Ao principio seus bons effeitos se limitarão aos grandes e ricos territorios que são tributarios de Caracas e que consumem artigos de primeira qualidade, mas sua fama e os beneficios que produzirá, não tardarão em induzir aos commerciantes des regiões central e occidental la Republica a visitar a exposição A vista mesma das mercadorias, a comparação d'ellas no lugar mesmo com outros objectos semelhantes, o cambio de ideas entre os representantes americanos e os commerciantes venezuelanos acerca de pequenos detalhes mercantis, deverão ser proveitosos para ambas partes e contribuir a dissipar serios erros que ainda existem.

"O governo está esforçando-se para fomentar a empreza, e os sentimentos amistosos dos filhos do paiz para todo o que é americano, farão que desenvolvam a maior energia afim de que os esforços dos iniciadores do projecto se vejam coroados de bom exito."

BULLETIN MENSUEL

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RELATIONS COMMERCIALES EN AMÉRIQUE—VII.

LE LITTORAL DE L'EST DE L'AMÉRIQUE DU SUD.*

Les pays qui doivent être considérés ensuite dans ces relations sont les Républiques de l'Amérique du Sud qui longent l'Atlantique ou qui y trouvent leur débouché naturel. Ces pays, selon les distances qui les séparent des Etats-Unis sont, le Brésil, l'Uruguay, la République Argentine, et le Paraguay, ce dernier étant le seul pays de la côte de l'Est qui n'a pas de littoral maritime. Le transport entre les Etats-Unis et cette vaste région de l'Amérique du Sud, qui renferme non seulement d'immenses ressources naturelles en voie de développement, mais aussi des industries et un commerce d'énormes proportions, qui ont déjà atteint leur plein développement, est facile et direct et n'attend pas les facilités additionnelles qui se développeraient par suite de la construction du canal à travers le Nicaragua ou l'isthme de Panama, dont les pays du littoral de l'ouest ont si grand besoin. Le développement des relations actuelles de commerce des Etats-Unis, dans la partie orientale de l'Amérique du Sud, dépend seulement des conditions déjà existantes et qui, par conséquent, n'ont pas besoin d'être créées.

* Le premier article de cette série a paru dans le BULLETIN MENSUEL pour le mois de juillet 1897.

Le canal interocéanique serait d'un grand bénéfice dans raccourcissement des distances entre la côte est de l'Amériq du Sud et la côte ouest de l'hémisphère entier, tandis que construction du canal n'affecterait qu'indirectement le comme entre la côte de l'Atlantique de l'Amérique du Sud et la c de l'Atlantique et les ports du Golfe des Etats-Unis. Les rou praticables les plus courtes sont déjà trouvées sur les eaux de vaste mer de l'Atlantique, et les nécessités pour le développem commercial sont simplement celles qui forment la base de t commerce maritime. Par d'autres mots, nous n'avons qu'à trou les moyens pour augmenter l'échange des produits par les vc accoutumées, sans aucun empêchement naturel à franchir. nous pouvons obtenir la quantité d'articles nécessaires au comme d'échange, et les vaisseaux pour les transporter, le problème résolu.

Bien que les ports de la côte orientale de l'Amérique du S soient les points terminaux des routes directes et définitives part des Etats-Unis, leur relation géographique envers le dernier p n'est pas de nature à lui donner un avantage frappant dans la lu avec les nations européennes pour leur commerce. Comme i été indiqué dans le premier article de cette série, le continent s américain projette dans l'Atlantique à une telle distance à l' d'une ligne tracée au sud de la ville de New-York, que les pc européens les plus au nord ne sont pas plus éloignés que grandes villes maritimes des Etats-Unis. Donc les conditi sont plus égales que dans la concurrence pour le commerce Mexique, de l'Amérique Centrale, des Indes Occidentales de la côte septentrionale de l'Amérique du Sud, qui sont près des Etats-Unis qu'ils leur offrent un grand avantage leurs rivaux européens—avantage qui, comme il été si souv indiqué dans ces articles, à l'achèvement du Canal de Nicarag ou de Panama, s'étendrait à la côte occidentale de l'Amérique Sud. Malgré ceci, le volume du commerce de la côte orient de l'Amérique du Sud est si grand que, même sous des conditi géographiques moins favorables, la part des Etats-Unis prése des quantités considérables, surtout en comparaison avec celle la côte occidentale. Les importations provenant de, et les exp tations des Etats-Unis à destination des contrées de la côte ori

tale, pour les exercices terminés le 30 juin 1896 et 1897, sont ainsi cités dans les statistiques du Trésor des Etats-Unis:

Côte orientale de l'Amérique du Sud.

	Importations provenant de.		Exportations à destination de.	
	1896.	1897.	1896.	1897.
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*
République Argentine	9, 313, 385	10, 772, 627	5, 979, 046	6, 384, 984
Brésil	71, 060, 046	69, 039, 389	14, 258, 187	12, 450, 061
Paraguay	.....	.....	.....	740
Uruguay	3, 242,428	3, 515, 054	1, 481, 200	1, 213, 426
Total	83, 615, 859	83, 327, 070	21, 718, 433	20, 049, 211

Le commerce total des Etats-Unis avec l'Amérique du Sud pendant les mêmes années se répartit comme suit:

AMÉRIQUE DU SUD.

Importations provenant de.		Exportations à destination de.	
1896.	1897.	1896.	1897.
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*
108, 828, 462	107, 389, 069	36, 297, 671	33, 768, 493

Ainsi, des importations totales des Etats-Unis provenant de l'Amérique du Sud, nous trouvons que plus des trois-quarts viennent de la côte orientale, tandis que près des deux-tiers du total des exportations des Etats-Unis à destination de l'Amérique du Sud sont pris par ces mêmes pays. Par contre, le commerce de la côte occidentale avec les Etats-Unis, dans son état actuel de développement, décrit dans les articles précédents, est insignifiant. Ses possibilités seulement arrêtent l'attention.

Les chiffres sont:

Côte occidentale de l'Amérique du Sud.

	Importations provenant de.		Exportations à destination de.	
	1896.	1897.	1896.	1897.
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*
Bolivie	Nulle.	Nulle.	21, 907	7, 787
Chili	4, 709, 017	3, 792, 434	3, 431, 808	2, 578, 911
Equateur	763, 643	566, 526	689, 416	734, 868
Pérou	712, 696	722, 089	999, 381	1, 108, 436
Total	6, 185, 356	5, 081, 049	5, 142, 512	4, 430, 002

On ne peut s'attendre qu'à une augmentation peu considérable de ces chiffres jusqu'à ce que l'achèvement du canal interocéanique ouvre une route plus courte et moins coûteuse des Etats-Unis au littoral du Pacifique de l'Amérique du sud; mais le volume du commerce déjà existant, aussi bien que la grande richesse agricole du Brésil et des contrées de la Plata promettant un développement immense de commerce, semble marquer la côte orientale comme celle spécialement favorable au développement plus intime des relations avec les Etats-Unis.

Au point de vue du manufacturier et de l'exportateur américains les relations existantes avec les contrées de la côte orientale de l'Amérique du Sud ne sont pas satisfaisantes, vu que, tandis que les Etats-Unis achètent annuellement de leurs produits pour une valeur supérieure à 83,000,000 de dollars, ils ne lui en vendent que pour environ 20,000,000 de dollars, soit un quart de moins qu'ils n'en achètent. A présent que le manufacturier fait une concurrence si heureuse à ses compétiteurs européens dans les marchés nationaux de ces derniers, il ne voit aucune raison pourquoi il ne réussirait pas aussi bien dans l'Amérique du Sud que partout ailleurs. Il n'envisage pas les barrières d'habitude, de relations de commerce longtemps établies, des préjugés du tarif et du capital européen placé dans les banques et qui contrôlent le cours du change. Ces barrières peuvent, sans doute, être franchies avec le cours du temps, mais seulement par suite d'efforts intelligents et patients.

Peut-être que le meilleur moyen pour effectuer leur éloignement serait une politique de réciprocité soigneusement délibérée, assurant l'échange le plus libre possible, sans perte pour les industries établies. Une telle politique, ayant pour objet l'avantage mutuel à être ressenti par les parties contractantes, contribuerait indubitablement à la diversion du commerce des voies européennes et à l'union des Républiques Américaines dans une communauté réelle, et non sentimentale, d'intérêts. Les questions subsidiaires, mais non moins importantes relatives à l'augmentation de facilités de transports, avec des vaisseaux sur lesquels flotteraient les pavillons des Républiques Américaines, et des chemins de fer, liant plus étroitement encore par des chaînons d'acier les différentes contrées, et de l'adaptation des manufactures et des méthodes commerciales des Etats-Unis aux besoins particuliers du commerce sud-améri-

cain, ont été clairement discutées dans cette série d'articles, mais elles doivent être toujours dans l'esprit et sans cesse rappelées à l'attention de tous ceux qui sont intéressés dans le problème général des conditions commerciales de l'Amérique, comme indispensables à la croissance nécessaire et rapide.

Parmi les autres pays que nous passons en revue, le Brésil a le plus grand commerce avec les Etats-Unis, évalué pendant l'exercise passé, finissant le 30 juin 1897, à plus de 69,000,000 de dollars pour l'exportation aux Etats-Unis, et de 12,450,000 de dollars pour l'importation. Il y a eu une diminution de 2,000,000 de dollars au compte des exportations en comparaison avec l'année antérieure, et de 1,800,000 de dollars pour les importations, mais cette diminution n'a aucune signification dans un commerce total de plus de 81,000,000 de dollars, et trouve sa raison d'être dans les fluctuations des années précédentes. Les achats brésiliens des Etats-Unis ne montrent pour ainsi dire, aucun gain permanent dans une série d'années, tandis que ses ventes aux Etats-Unis ont diminué depuis 1893 de 7,000,000 de dollars.

Cette condition d'affaires est d'autant plus remarquable quand on considère que, de tous les pays de l'Amérique du Sud, le Brésil ne cède le pas à aucun, dans la cordialité de ses sentiments envers les Etats-Unis, ni dans l'intimité de ses relations commerciales, datant d'une période très reculée. Le caractère de ses principaux produits agricoles, tels que café, sucre, caoutchouc, etc., étant presque exclusivement tropical, on ne peut pas dire qu'il fasse concurrence aux principales denrées agricoles des Etats-Unis, de sorte que ces derniers peuvent facilement lui accorder des concessions douanières sans risquer de porter préjudice aux industries nationales. De l'autre côté, il y a une variété infinie de denrées alimentaires et de marchandises manufacturées que le Brésil voudrait bien sans doute importer en plus grande quantité des Etats-Unis, sous des conditions plus favorables. Il n'y a aucun pays de l'Hémisphère Occidental qui paraisse offrir de bénéfices plus tentants que ceux qui résulteraient d'un système soigneusement élaboré de réciprocité avec les Etats-Unis.

Les relations entre la République Argentine et les Etats-Unis sont moins facilement ajustées à cause de la similitude de quelques produits principaux des deux pays, tels que le blé et la laine. Cependant, la République Argentine produit des récoltes de la

zone torride aussi bien que de la zone tempérée, et il se peut que les articles (tels que le sucre), qui n'entrent pas en concurrence avec les produits des Etats-Unis, sauf en petites quantités, pourraient servir de base de concessions mutuelles. Il est affirmé aussi que certaines qualités de laine de l'Argentine ne peuvent pas être produites avantageusement aux Etats-Unis et pourraient être admises sous des conditions plus favorables; mais par contre, il est assuré, qu'avec la protection douanière, les Etats-Unis pourraient élever en quelques localités le même genre de moutons.

Cette question est une que doivent régler ceux qui sont spécialement qualifiés pour la résoudre, mais on peut remarquer de passage, que la réciprocité implique nécessairement une politique de concessions mutuelles, ayant pour objet principal d'obtenir les plus grands bénéfices pour le plus grand nombre. Le trafic de la République Argentine est de proportions considérables, s'élevant à une valeur de plus de 200,000,000 de dollars par an. Actuellement la part des Etats-Unis dans ce commerce n'est que de 7 pour cent. Evidemment il serait avantageux de considérer sérieusement les possibilités d'un plus grand volume d'échanges.

Les principaux produits de l'Uruguay sont très similaires à ceux des Etats-Unis, notamment le bétail, la laine, le maïs, le blé, etc.; mais les chiffres du commerce montrent que l'Uruguay vend beaucoup plus aux Etats-Unis qu'il n'en achète, et dans le Paraguay et l'Uruguay les exportateurs des Etats-Unis pourraient sans doute, avec des efforts energiques, augmenter grandement la consommation de certaines classes de marchandises. Dans l'Uruguay par exemple, il y a une demande considérable de pétrole et de bois de charpente que les Etats-Unis pourraient assurément remplir presque entièrement, si le droit perçu par l'Uruguay sur ces articles était réduit.

On remarquera que, à l'exception du Paraguay, avec lequel les Etats-Unis n'ont presque pas de commerce, les pays de l'Est de l'Amérique du Sud ont à leur compte un profit commercial de proportions considérables. Avec l'ajustement propre des droits de douane, et l'effort systématique de la part des exportateurs des Etats-Unis, il ne peut être mis en doute qu'en vue des sympathies naturelles qu'ont l'Argentine, le Brésil, et l'Uruguay pour la République sœur du Nord, ils ne soient portés à acheter en plus

grandes quantités d'un client aussi avantageux. Ainsi la clef du problème de la croissance commerciale dépend de la sage négociation de la réciprocité, et de l'effort plus actif de la part des commerçants des Etats-Unis à surmonter les efforts industrieux du fabricant et de l'exportateur européens.

Joseph P. Smith

RÉPUBLIQUE ARGENTINE.

COMMERCE EXTÉRIEUR PENDANT LE 1er SEMESTRE DE 1897.

Les faits suivants relatifs au commerce extérieur de la République Argentine pendant le 1er semestre de 1897 sont relevés du rapport publié par le Département national de la statistique.

L'ensemble des importations et des exportations, en dehors des espèces métalliques, s'est élevé au chiffre de 113,742,314 piastres or, contre 121,773,627 piastres, pendant la même période de 1896, soit une diminution de 8,031,313 piastres, dont 2,068,868 piastres pour l'importation et 5,968,445 piastres pour l'exportation.

Les importations ont atteint 49,987,541 piastres or, qui se décomposent de la manière suivante:

	Piastres or.
Articles sujets aux droits	43,045,658
Articles exempts de droits	6,658,121
Espèces métalliques	283,762

Comparés avec ceux du premier semestre de 1896, ces chiffres accusent une diminution de 2,143,428 piastres pour les articles sujets aux droits, et de 5,387,390 piastres pour les espèces métalliques, tandis que les articles exempts de droits ont augmenté de 74,560 piastres.

Les diminutions portent principalement sur les produits du règne végétal (1,334,339); sur les bois et leurs dérivés (591,412 piastres); sur les tissus et matières textiles autres que la soie et le coton (1,170,960 piastres); sur les boissons, vins et alcools (355,830 piastres).

La diminution croissante que l'on constate dans le chiffre des entrées de vins communs en fûts est particulièrement frappante.

Cet article, dont l'importation, pendant le premier semestre de 1895, représentait une valeur de 3,280,000 piastres or, est successivement tombé à 2,820,000 piastres pendant la période correspondante de 1896, et à 2,552,668 piastres en 1897. C'est en grande partie une conséquence de l'extension qu'a prise, depuis quelques années la culture de la vigne dans les provinces du Nord-Ouest de la République Argentine. Les vins de San Juan, de Mendoza, etc., mieux faits et plus soignés qu'autrefois, sont entrés dans la consommation comme vins de table ordinaires, et commencent à faire une concurrence sérieuse aux vins français et italiens.

Les articles en augmentation sont:

Les produits chimiques et pharmaceutiques 200,938 piastres; le fer et ses dérivés, 1,338,300 piastres; les tissus de soie et de laine, 169,921 piastres; le vermouth, 109,825. La plus-value que présente ce dernier chiffre est tout à l'avantage de l'importation italienne, dont les vermouths sont presque seuls à figurer dans la consommation du pays.

Le tableau suivant donne la valeur des importations des différents pays dans la République Argentine, en 1896 et 1897.

IMPORTATION.

Pays.	1897.	1896.	Augmentation (+) ou diminution (—).
	Piastres.	*Piastres.*	*Piastres.*
Grande-Bretagne	18,947,560	20,424,178	—1,476,618
France	5,778,087	5,553,070	+ 225,017
Allemagne	5,728,254	6,358,227	— 629,973
Italie	5,342,946	5,400,741	— 57,795
États-Unis	4,985,746	4,933,336	+ 52,410
Belgique	4,186,946	4,116,154	+ 70,792
Brésil	1,826,803	2,479,301	— 652,498
Espagne	1,755,175	1,410,244	+ 344,931
Paraguay	578,481	502,184	+ 76,297
Uruguay	295,386	335,163	— 39,777
Chile	96,343	11,443	+ 84,900
Pays-Bas	52,166	64,189	— 12,023
Portugal	31,229	43,909	— 12,680
Antilles	28,007	18,111	+ 9,896
Bolivie	23,177	23,677	— 500

Les Etats-Unis occupent la cinquième place comme pays importateur et le chiffre de ses importations a augmenté de 52,410 piastres, pendant qu'il était au contraire en décroissance pour

l'Angleterre, l'Allemagne, l'Italie, le Brésil, l'Uruguay, les Pays-Bas, le Portugal et la Bolivie.

Pendant cette même période, les exportations ont atteint le chiffre de 65,218,829 piastres or, qui se décomposent en:

	Piastres or.
Articles sujets aux droits	39, 771, 228
Articles exempts de droits	24, 267, 307
Espèces métalliques	1, 180, 294

Ces donnees, comparées aux résultats du premier trimestre de l'année précédente, montrent que la sortie des articles sujets aux droits a augmenté de 5,574,633 piastres; celle des espèces métalliques de 1,076,132 piastres, et que l'exportation des produits exempts de droits a baissé de 11,537,078 piastres. Cette diminution, qui porte presque uniquement sur les produits de l'agriculture, est la conséquence des dégâts causés par les invasions de sauterelles qui ont ravagé et presque totalement détruit la dernière récolte des céréales.

Les acheteurs de produits argentin se rangent dans l'ordre suivant:

Pays.	1897.	1896.	Augmentation (+) ou diminution (—).
	Piastres.	*Piastres.*	*Piastres.*
France	14, 871, 335	14, 932, 860	— 61, 525
Allemagne	9, 321, 283	8, 456, 197	+ 865, 086
Grande-Bretagne	7, 651, 223	8, 146, 182	— 494, 959
Belgique	6, 303, 584	7, 665, 597	—1, 363, 013
Brésil	5. 675. 423	4, 629, 751	+1, 045, 672
Etats-Unis	5, 227, 765	3, 281, 279	+1, 946, 486
Italie	1, 928, 723	1, 882, 031	+ 46, 692
Chile	1 127. 721	1, 354, 712	— 226, 991
Uruguay	1, 103, 593	1, 656, 067	— 552, 474
Espagne	512, 285	457, 934	+ 54, 351
Bolivie	270, 491	265, 478	+ 5, 013
Antilles	187, 546	128, 253	+ 59, 293
Paraguay	73, 440	82. 634	— 9, 194
Pays-Bas	33. 133	438, 528	— 405, 395
Portugal	10, 142	14, 088	— 3, 946

Le chiffre des exportations aux Etats-Unis pendant les premiers semestres de 1897 et de 1896 accuse une augmentation de 1,946,486 piastres.

BRÉSIL.

TRAVAUX D'AMÉLIORATION DU PORT DE PERNAMBUCO.

Le Gouvernement des Etats-Unis du Brésil a décidé ouvrir concurrence pour l'exécution des travaux d'amélioration du port de Recife, Etat de Pernambuco, la troisème ville du pays par rapport à l'importance commerciale. Le Recife possède un port naturel dont le môle est formé par les récifs qui s'étendent à une certaine distance de terre le long d'une partie de la côte nord du Brésil. Il faut cependant améliorer les conditions actuelles, d'accord avec le plan général fait par l'ingénieur brésilien, ALFREDO LISBOA, que le concessionnaire doit suivre avec les modifications qui, pendant l'exécution, seront jugées nécessaires par le Gouvernement. Les travaux en question sont les suivants: Construction d'un môle sur le récif submergé; exhaussement des récifs; construction de quais définitifs auxquels puissent amarrer les bateaux de grand tirant; dragagé de tout le port; placement de bouées et poteaux d'amarrage aux lieux d'ancrage; construction des magasins nécessaires à la réception, emmagasinage et conservation des marchandises, lesquels jouiront des avantages et des faveurs concédés par la loi aux magasins de douanes; établissement, le long des quais, de chemins de fer en communication avec leurs magasins et avec les chemins de fer et tramways existants; établissement d'un jeu complet de grues hydrauliques ou électriques, et construction de chantiers destinés à l'inspection et réparation des bateaux.

Le concessionnaire soumettra à l'approbation du Gouvernement les plans définitifs six mois après l'approbation du contrat par le Congrès, et les travaux commenceront dans les douze mois suivants, pour être finis dans une période de cinq et dix ans.

Pour la rémunération et l'amortissement du capital employé, le concessionnaire recouvrira, jusqu'au temps de la réversion des travaux au Gouvernement, quatre sortes d'impôts: d'amarrage, de quayage, de charge et décharge des marchandises, et d'emmagasinage, et de plus les impôts relatifs au transport des marchandises et au délai des bateaux dans les chantiers. Quand les revenus nets dépasseront 12 pour cent, les impôts souffriront une réduction générale. Si les travaux sont faits par une compagnie étrangère,

celle-ci sera considérée nationale pour tous les effets du contrat. Les propositions devront être présentées, en lettres fermées, jusqu'à 3 heures de l'après-midi du 28 février 1898, à la Légation du Brésil, à Washington, et seront ouvertes au jour et heure indiqués. A la Légation du Brésil, à Washington, et au Consulat Général, à New York, on fournira toutes les autres informations que désireront les personnes qui songent à concourir à l'adjudication.

COLOMBIE.

LES MANUFACTURES AMÉRICAINES.

Le Consul BIDLAKE, à Barranquilla, Colombie, fait dans son rapport annuel au Gouvernement des Etats-Unis quelques suggestions de valeur relatives aux manufactures américaines dans cette République. Un des principaux sujets de plainte des marchands est que les marchandises américaines ne sont pas aussi bien emballées que celles venant de l'Europe; et aussi que la nécessité de faire le commerce par l'intermédiaire d'une maison de commission, au lieu de le faire directement avec les manufacturiers, nécessite le remballage de la marchandise, et par conséquent une augmentation de poids du paquet. Un droit est perçu aux ports colombiens sur le poids brut du paquet ou de la caisse, selon la classe; donc il ne devrait pas avoir plus de poids qu'il n'est absolument nécessaire pour l'emballage ou la couverture.

Les outils américains de toutes sortes sont préférés à ceux de l'Europe, étant mieux faits, plus légers et plus commodes, mais ils sont aussi plus chers. Les manufacturiers allemands font une reproduction exacte du coutelas de Collins, qui est la fabrique favorite à l'Amérique du Sud, et ils le garantissent comme étant aussi bon que l'article américain, et s'engagent à le remplacer s'il se casse.

Les meubles sont tous importés, les Etats-Unis fournissant les classes de chaises jaunes ordinaires de canne à bon marché. Les appareils pour l'éclairage électrique se paient plus chers que l'article européen, notamment les lampes incandescentes, qui se vendent à 18 cents chacune, tandis que les lampes ordinaires, venant de l'Italie, se vendent à 10.6 cents. Le fil de fer américain se vend à 10 et à 15 pour cent en plus du prix du fil de fer allemand.

Les chaussures pour femmes et enfants sont toutes importées étant principalement de la mode française, mais celles pour hommes sont fabriquées dans le pays, les empeignes seulement étant importées.

COSTA RICA.

Le Général J. S. CASEMENT, qui a récemment obtenu du gouvernement de Costa Rica une concession pour la construction du chemin de fer du Pacifique qui, traversant la République reliera l'Atlantique au Pacifique, vient de retourner de Costa Rica, et il a publié des informations très importantes relatives aux conditions politiques et commerciales qui existent dans le pays.

Le Général CASEMENT seconde le désir du Président IGLÉSIAS pour cultiver d'avantage les relations existantes entre les Etats-Unis et son pays. Actuellement le commerce prédominant de Costa Rica se fait avec les Etats-Unis, dont les deux-cinquièmes se font avec la Nouvelle-Orléans, et avec des efforts bien dirigés, il n'existe aucune raison pour que les quatre-cinquièmes du commerce ne se fassent pas avec les Etats-Unis. Les habitants de Costa Rica ont besoin de machines, et l'opportunité est offerte aux manufacturiers des Etats-Unis de s'emparer de ce commerce.

Le Président IGLÉSIAS a en projet des améliorations étendues à l'intérieur, des chemins de fer sont en voie de construction, et le développement de la navigation des rivières qui pénètrent à l'intérieur reçoit son attention sérieuse. Dans ce but le capital étranger est sollicité pour l'exploitation des vastes ressources naturelles du pays. Presque tous les produits tropicaux peuvent être cultivés, les ressources minérales sont variées et le climat est excellent.

HAÏTI.

NOUVEAU MINISTÈRE.

Le Ministère d'Haïti, qui vient d'être réorganisé, est constitué comme suit:

Ministre de l'Intérieur, M. AUGUSTE TANCRÈDE.

Ministre du Commerce et des Finances, M. PLAISANCE.

Ministre des Relations Extérieures et des Affaires Ecclésiastiques, M. BRUTUS ST. VICTOR.

Ministre de la Guerre et de la Marine, M. GUILLAUME VELBRUN.

Ministre des Travaux Publics et de l'Agriculture, M. CINCINNATUS LECONTE.

Ministre de la Justice et de l'Instruction Publique, M. ANTOINE CARMELEAU.

Les messieurs qui composent le Ministère ont déjà occupé des des positions officielles importantes et leur nomination a été approuvée unanimement par l'opinion publique.

MODIFICATIONS PROPOSÉES DANS LES FINANCES.

L'Honorable WILLIAM F. POWELL, ministre des Etats-Unis à Haïti, annonce que la Chambre des Députés a sous considération une proposition pour consolider les différentes dettes de la République en une seule dette nationale. A cet effet, des bons seront émis. En vue de ce projet, on se propose d'obtenir aux Etats-Unis, un emprunt de $6,000,000 au taux d'intérêt de 6 pour cent par an et de racheter avec cette somme, toutes les dettes actuelles du pays dont le montant s'élève à $26,875,784 (monnaie haïtienne); détruire le papier-monnaie en circulation et le substituer par une monnaie d'or, prenant comme unité monétaire le dollar des Etats-Unis.

L'emprunt proposé sera garanti par une partie des droits d'exportation sur la récolte du café, qui est estimée à $2,000,000 environ par an; en plus une partie des droits d'importation y sera appliquée, quand il sera nécessaire. L'argent ainsi obtenu formera un fonds d'amortissement au service de la dette et de son rachat. Il est proposé en plus, dans le cas où l'emprunt s'effectuerait, de faire remonnayer aux Etats-Unis, toutes les pièces fractionnaires d'argent d'après l'unité monétaire de ce pays.

Le Ministre POWELL croit que cet arrangement financier proposé contribuera au resserrement des relations avec les Etats-Unis, et par conséquent à la diminution de l'influence française et allemande qui domine actuellement dans l'île.

MEXIQUE.

LA CULTURE DU CAOUTCHOUC.

Le Bureau a reçu dernièrement de nombreuses demandes relatives au caoutchouc du Mexique. En réponse à ces questions, l'information suivante, recueillie par M. GEORGE D. COLEMAN dans ses investigations pour le journal "Les Deux Républiques," est publiée.

Jusqu'ici le Brésil a été le grand pays producteur du caoutchouc; ses exportations annuelles ont atteint le chiffre de $100,000,000. Cependant, il y a au Mexique et dans les Etats de l'Amérique Centrale des terres également convenables à sa culture, ayant en plus l'avantage d'un climat excellent. Autrefois on comptait seulement sur la récolte du produit des arbres à l'état sauvage, mais avec l'augmentation de l'emploi du caoutchouc, et la conséquente hausse du prix, le capital commence à s'intéresser dans cette industrie et on s'engage grandement dans sa culture.

Les arbres à caoutchouc ne poussent pas au-dessus d'une élévation de 500 pieds au-dessus du niveau de la mer, et les terres basses et humides, mais pas marécageuses, sont les meilleures. Il y a quelque temps on pouvait obtenir des terres convenables à cette culture au prix de 25 cents l'acre, en achetant une grande étendue, mais avec la croissance de l'industrie les terres se sont avancées en prix et se vendent de $2 à $5, monnaie mexicaine. On doit toutefois se souvenir que les terres pour la culture du caoutchouc peuvent servir à la production d'autres récoltes, telles que le maïs, les haricots, etc., qui peuvent être vendues avec un bénéfice suffisant pour couvrir les dépenses préliminaires de la plantation à caoutchouc.

La plus grande dépense après l'achat du terrain, est pour le défrichement et la préparation du sol. Si les facilités de transport sont bonnes, le défrichement peut devenir une entreprise lucrative, car les bois de teintures, de sandal, de satin, d'ébène et de noyer, s'ils sont expédiés, commandent des prix qui plus que dédommagent les frais encourrus. On doit choisir les terres s'étendant le long des cours d'eau, où le sol est riche, profond et glaiseux; une preuve certaine de bonnes terres à caoutchouc, se trouve dans la

présence d'arbres sauvage. Dans le défrichement, ces arbres doivent être laissés debout, de même que les jeunes plantes, pour être transplantés et placés aux distances voulues. La saison convenable au plantage des jeunes arbres est pendant la saison pluvieuse; ils doivent être disposés en rangées, à une distance de 15 pieds, alternant les arbres de sorte qu'ils ne se trouvent pas en face l'un de l'autre dans les rangées subséquentes. Cette distribution permettrait environ 193 arbres à l'acre, qui est le plus grand nombre admissible de bons résultats. Une fois plantés, les arbres ne demandent aucune attention ou culture autre qu'empêcher les broussailles de s'élever, et en vue de cet objet une récolte secondaire de maïs ou de haricots est le meilleur moyen. L'arbre à caoutchouc se reproduit des graines ou noix qui tombent de l'arbre aux mois de mai ou juin. Ces noix peuvent être semées en couches ou en pépinières, et ainsi une abondance de plantes est produite, ou les jeunes plantes sauvages peuvent être transportées des forêts.

Après la sixième ou septième année, le bosquet commencera à produire, et à partir de la septième année doit rendre trois ou cinq livres par arbre. Comptant sur 600 livres pour la récolte de 193 arbres, et sur 50 cents par livre comme bénéfice net, nous avons un profit de $300 en or par acre. De plusieurs variétés d'arbres à caoutchouc qui fournissent le caoutchouc au commerce, le meilleur et le plus important se désigne sous le nom de "Pastillo a elastica." Les arbres sauvages abondent dans les forêts des Etats de Vera Cruz, Oaxaca, Chiapas, Tobasco et Campêche.

GINGEMBRE.

Le gingembre est compris parmi les productions tropicales du Mexique. On considérait que cette plante était originaire des pays tropicaux de l'Asie et de l'Afrique, où elle a été cultivée depuis une période très reculée. Cependant, elle est trouvée à l'état sauvage dans les Etats de Pueblo, de Guerrero et de Chiapas au Mexique, où l'on pense qu'elle a été introduite par François Mendoza vers le milieu du 16ème siècle.

En dehors de son emploi comme comestible, on trouve que le gingembre a une valeur inestimable comme médicament pour la guérison des frissons, des fièvres et des autres maux qui existent

dans les districts où il est cultivé. Cette plante exige pour sa production un sol riche et elle ne poussera pas dans le sable, l'argile ou dans un terrain marécageux, puisque celui-ci détruit les racines de la plante. Elle demande aussi une abondance de pluie et la température ne doit pas être au-dessous de 40° F.

Le temps le plus propice pour le plantage au Mexique ou à l'Amérique Centrale est le mois de mars ou d'avril, les boutures étant plantées à une distance de 12 pouces sur 18. Les procédés de sa culture sont à peu près pareils à ceux de la culture de la pomme de terre. La plante fleurit en septembre ou octobre, et au mois de janvier on peut faire la récolte par un procédé des plus simples, qui consiste tout simplement à arracher les tubercules du sol; le procédé de la préparation est aussi très simple et peu coûteux.

Par un rapport officiel sur le sujet, on apprend que sous des conditions favorables la production par acre doit être de 4,000 livres ou plus; le coût de la culture est de 1 cent et demi à deux cents par livre; le fret de l'endroit où le gingembre est cultivé, à Vera Cruz, ne dépasse pas $1 par 100 livres, y compris le prix des sacs. Le prix à New York varie entre 12 et 20 cents par livre, ainsi on constate qu'une plantation de 10 acres rapportera un bénéfice net de $5,000 à $7,000 par an.

LA CULTURE DU TABAC.

Les connaisseurs de la culture et de la manufacture du tabac considèrent le moment présent très favorable pour mettre sur le marché les qualités excellentes du tabac mexicain pour enveloppes extérieures de cigares, en concurrence au produit de Cuba, qui, de tout temps a dominé le marché. En conséquence du désordre agricole, provenant de l'insurrection cubaine, les vastes plantations de tabac dans l'île n'ont rien produit, et les planteurs ont, en grande mesure, transporté leurs intérêts au midi du Mexique. Ces planteurs cubains sont très enthousiastes sur la richesse du sol, sur l'abondance de l'eau, le climat, etc. De même que beaucoup de voyageurs, ils disent que les bons terrains convenables à la culture du tabac à Cuba sont épuisés, que les prix des engrais nécessaires à la préparation du sol pour le rendre en condition parfaite pour le plantage, sont si élevés qu'il serait impossible, même si la guerre

terminait maintenant, de regagner des acheteurs, puisque le produit mexicain devient chaque jour mieux connu et peut se vendre avec grand profit au-dessus du coût de la production à Cuba.

Le sol de l'Etat d'Oaxaca surtout est spécialment favorable à la culture d'une variété de cette plante qui, à cause de son poids léger, de sa fine qualité et de sa couleur, aussi bien que de son parfum, est inestimable pour fabriquer des enveloppes extérieures de cigares qui, à présent, sont évaluées à des prix très élevés dans les marchés du monde. On dit avec confiance que le tabac fin pour enveloppe extérieure de cigares, qui se vend à $4 en or par livre, peut être cultivé dans ces régions favorables, surtout dans les terres moyennes, voisines de Ozumacin, situé entre deux grands cours d'eau, avec un sol composé de 80 à 85 pour cent de sable, de 5 à 6 pour cent de matière végétale décomposée, et le reste d'argile blanche. La dernière récolte du tabac d'Ozumacin et de El Valle Nacional a été en moyenne de 3 à 4 arrobas (100 livres) par 1,000 plantes, et s'est vendu à 80 cents et à $1 par livre. Les dépenses des pépinières, du plantage, de la récolte, du nettoyage, etc., y compris l'intérêt de l'argent, est au-dessous de 15 cents par livre, ainsi un profit très satisfaisant est réalisé. Cette année, dû aux conditions plus favorables de température, la qualité de la production est plus fine, et comme il n'y a pas eu de nécessité de replanter les récoltes, le coût de la préparation pour la vente est estimé à environ 12 cents par livre. Quand les plantes étaient très jeunes, les acheteurs payaient 80 cents par livre, mais les planteurs estiment que $1.20 est un prix équitable à payer pour le tabac sans choix qui sera prêt à être livré à l'exportation vers la fin de février ou au commencement de mars.

Les cigares faits de ces tabacs fins sont connus et appréciés depuis longtemps à l'étranger. Néanmoins le préjugé en faveur de la feuille cubaine, comme enveloppe extérieure de cigares, a été si grand que le tabac en feuilles, pour trouver une vente facile, a dû être mis en ballots semblables à ceux expédiés de Cuba. L'habitude de l'envoi en ballots, en imitation de ceux de Cuba, est heureusement sur le déclin, et on espère qu'avec l'accroissement de la renommée et de la bonne réputation du tabac Mexicain en feuilles pour enveloppe de cigares, la récolte prochaine sera expédiée tout simplement par les exportateurs, comme tabac mexicain. Les enveloppes mexicaines de "petate" ont aussi l'avantage de la

sécurité sur la mode havanaise des ballots de "manta." Les facilités du transport du produit de ces districts sont excellentes, et avec l'achèvement du chemin de fer de Playa Vicente et d'Ozumacin, le transit rapide à Tiacotalpan, un port situé sur le Golfe du Mexique, environ 25 milles à l'intérieur du pays, ayant 25 pieds d'eau près des quais même, sera assuré.

Dans l'Etat de Chiapas une qualité excellente de tabac pour enveloppes a été produit l'année passée, au même taux proportionné de coût et de profit que celui ci-dessus décrit pour Oaxaca.

On estime la récolte du tabac dans le district de San Andrès Tuxtla pour cette année à 300,000 arrobas. Bien que ce tabac ne soit pas d'une qualité aussi fine que le tabac d'Ozumacin et de la Valle Nacional, il est cependant excellent.

Il a été constaté que sur une plantation de 75 acres, ayant une capacité de un million de plantes de tabac, le profit net d'une seule récolte serait de $62,500 environ. Déduisant $12,500 pour les dépenses, sur la base de $3 par arroba, ou de 12 cents par livre, il reste encore un profit de $50,000 sur la récolte du tabac seul, tandis qu'il y a des produits secondaires, tels que le maïs, les haricos, etc., qui ajouteront considérablement au profit de la culture des plantations de tabac.

L'INDUSTRIE DE LA TANNERIE: OCCASION POUR FAIRE DE BONS PLACEMENTS.

Parmi les nombreuses occasions tentantes pour le placement de capitaux dans de nouvelles entreprises au Mexique, est celle qu'offre l'établissement d'une tannerie près de la ville de Mexico, en conjonction d'une fabrique pour convertir les peaux tannées en cuirs pour courroies, et chaussures diverses.

Les forêts des plateaux élevés du Mexique abondent en écorces de chêne et autres écorces propres à la tannerie. La culture du canaigre, une plante contenant un tant pour cent d'acide tannique s'adaptant particulièrement à la tannerie de cuir de qualité supérieure, est beaucoup recherchée depuis quelques années, et des quantités considérables de cette matière s'exporte aux Etats-Unis et en Europe. Un arbre (*Cascalote*, *Rhus Cartaria*) qui croît abondamment dans une certaine région des Etats de l'Ouest, depuis Oaxaca à Sonora, fournit une écorce qu'on exporte en

quantités considérables, pour être employée dans les tanneries. En 1895, la production de cet article s'éleva à 2,176,810 kilogrammes, d'une valeur de $243,070. En dehors de ces écorces, dans la même année, la production d'autres écorces utiles à la tannerie a atteint le chiffre de 15,000,000 kilos, d'une valeur de $457,167.

L'élevage du bétail est la principale industrie rurale du Mexique; de grands troupeaux sur pied sont exportés annuellement aux Etats-Unis en plus de ceux nécessaires à la consommation domestique. Rien que dans les abattoirs de la Cité de Mexico, l'abatage des bœufs en 1895 est officiellement rapporté d'avoir été de 85,870 têtes. Ces peaux sont toutes expédiées à l'étranger et renvoyées au Mexique sous forme de peaux tannées ou d'articles fabriqués. Vu la grande demande du cuir manufacturé dans ses diverses formes au marché domestique et avec tout le matériel sous main nécessaire à cette manufacture, il n'y a pas de raison pourquoi la tannerie des peaux et leur conversion en articles vendables ne soit pas conduite sur une grande échelle et à grand profit.

PÉROU.

LE DISTRICT AURIFÈRE DE CARABAYA.

Un rapport relatif au district aurifère de Carabaya au Pérou, vient d'être envoyé au Département d'Etat, sous date du 8 novembre 1897, par le Ministre DUDLEY, qui le mentionne comme étant la description la plus authentique et la plus correcte faite sur cette région. Les détails du rapport ont été fournis par E. J. PREW, ingénieur-civil, qui examina en personne les mines d'or de Carabaya.

M. PREW croit que le pays n'a, pour ainsi dire, pas été exploité, des veines et des agglomérations d'une grande richesse se trouvant partout. Le pays, qui est couvert d'une épaisse forêt ne se prête pas facilement à l'exploitation. Généralement les mines sont révélées par les agglomérations emportées par les rivières et les cours d'eau; en les remontant on découvre l'existence de la mine originale. La mine la plus importante actuellement en exploitation est celle de Santo Domingo, qui fut récemment achetée

par une compagnie américaine pour la somme de £57,000, argent comptant. Cette compagnie a en route, une machine pour broyer et mélanger le minérai d'une force de vingt marteaux. Le filon d'or de la mine de Santo Domingo varie en largeur de 1 pied 6 pouces à 8 pieds, et renferme de l'or dans toutes ses parties, variant la proportion de 8 à 800 onces par tonne, et en quelques lieux des filons d'or presque pur ont été trouvés. Les mineurs employés sont principalement des Indiens qu'on paie 40 cents par jour, monnaie bolivienne.

Les autres riches mines de ce district sont celles de San Juan, de Raquel et de Maria, dont les rendements pour les 18 mois passés, en plus de celui de la mine Santo Domingo, se sont élevés à 2,500 livres de métal précieux.

Les acquéreurs de mines sont accordés trois mois après la requête est faite, afin de s'assurer du titre; un délai additionel de quatre-vingt-dix jours est généralement permis, à l'expiration duquel, si on ne prend pas possession de la propriété, on la considère libre pour être requise par d'autres parties. A partir de la concession du titre, le Gouvernement péruvien reçoit annuellement 15 soles par pertencia.

Le grand empêchement à l'exploitation heureuse de cette région se trouve dans le manque de moyens de communications. Les marchandises sont transportées à dos d'Indiens et les voyageurs font les trajets pour la plupart à dos de mulets. En traversant les rivières trop profondes pour passer à gué et où il n'existe pas de radeau, un câble en fer est jeté à l'autre côté, et le voyageur suspendu dans un léger wagon ou panier, est transporté par un système de poulies, à l'autre côté de la rivière. Le coût du transport des machines est excessif, étant de £50 par tonne de la gare la plus proche de l'embranchement de Juliaca-Sicuani.

CONSTRUCTION DE CHEMINS DE FER.

Dans le BULLETIN MENSUEL pour le mois de décembre 1895, les points principaux de la concession accordée à M. CUTHBERT B. JONES et à ses associés, sujets des Etats-Unis, ont été donnés. En vue de l'exécution de leur contrat, ces messieurs viennent d'organiser aux Etats-Unis, une compagnie sous le nom de *Pacific Company*, et des ingénieurs sont actuellement sur le terrain, engagés dans

les travaux de construction des chemins de fer, désignés dans leur concession. La ligne principale aura son point de départ au Port de Cherrepe, de là elle s'étendra à l'est dans la province de Hualgayoc, soit un parcours d'environ 230 kilomètres; ce chemin de fer ouvrira à l'exploitation une région de vastes richesses en mines de houille, argent, et pétrole, et un district agricole riche en possibilités de culture du sucre, du maïs, du riz, des céréales, du café, du cocoa et du tabac. On dit que quand la ligne allant aux mines de houille de Hualgayoc sera terminée, la houille, une anthracite bitumeuse qui égale celle de la Pensylvanie, se vendra, livrée au port de Cherrepe, à $2 la tonne, en concurrence avec les charbons anglais ou autres, dont le prix actuel varie de sept à vingt dollars la tonne. A cause de cette grande différence de prix, on croit que ces mines pourront fournir les marchés de la côte du Pacifique, depuis le Chili jusqu'à San Francisco, pénétrant même dans les marchés du Japon et de la Chine.

Le Ministère du Pérou, tel qu'il a été récemment organisé, se compose comme suit:

Premier et Ministre de l'Intérieur, Señor ROMAÑA.
Ministre des Affaires Etrangères, Señor RIVA-AGUERO.
Ministre des Finances, Señor REY.
Ministre des Travaux Publics, Señor FLORES.
Ministre de la Justice, Señor LAVALLE Y PARDO.
Ministre de la Guerre et de la Marine, Señor ROSA GIL.

ETATS-UNIS.

EXTRAITS DU MESSAGE PRÉSIDENTIEL.

Dans son message transmis lundi, le 6 décembre, au Congrès, à l'ouverture de cette assemblée, le Président MCKINLEY fait référence au sujet de la réciprocité commerciale avec les pays étrangers, dans les termes suivants:

Afin de mettre en exécution le plus tôt possible les provisions des sections trois et quatre de l'acte pour créer des revenus, approuvé le 24 juillet 1897, j'ai nommé l'Honorable JOHN A. KASSON, de l'Etat d'Iowa, commissaire plénipotentiaire spécial, pour entamer, avec les pays qui désireront profiter de ces

provisions, les négociations nécessaires. Les négociations se poursuivent actuellement avec plusieurs gouvernements européens et américains. Il est permis de croire qu'avec l'emploi judicieux des pouvoirs accordés par cet acte, les griefs de notre pays et des autres pays, en ce qui concerne nos relations commerciales réciproques, pourront être sinon éloignés, du moins largement allégés, et que le volume de nos échanges commerciaux pourra être augmenté à l'avantage des parties contractantes.

Référence est faite à l'importance et à l'utilité pour le commerce du continent américain, de l'achèvement du Canal de Nicaragua. A propos de ce sujet, le Président dit:

Un sujet d'une grande importance pour notre pays et qui éveille de plus en plus l'intérêt du peuple, est l'achèvement de cette grande route maritime de commerce entre l'Atlantique et le Pacifique, connue sous le nom de Canal de Nicaragua. Son utilité et sa valeur pour le commerce américain sont universellement admises. La commission nommée le 24 juillet dernier, "pour poursuivre les arpentages et examens autorisés par l'acte de Congrès, approuvé le 2 mars 1895," pour déterminer "la route exacte, la praticabilité et le coût de la construction du Canal de Nicaragua, en vue de faire les plans complets pour le travail entier de la construction de ce canal," est actuellement engagée dans les travaux. Je profiterai à l'avenir de l'occasion de transmettre au Congrès le rapport de cette commission, y ajoutant en même temps les suggestions qui sembleront mériter considération.

L'IMPORTATION DES CUIRS AUX ETATS-UNIS.

Pour alimenter leurs tanneries de matières premières, les Etats Unis sont obligés, outre les immenses stocks fournis par les abattoirs de Chicago et des autres grandes villes, d'avoir recours à l'importation. La valeur des peaux brutes importées annuellement atteint une somme d'environ vingt millions de dollars; les peaux arrivent soit complètement sèches, soit vertes et salées.

Dans cette quantité, les différentes espèces sont très inégalement réparties, les peaux de chèvre forment à peu près la moitié de l'importation, soit annuellement une dizaine de millions de dollars, l'Espagne est dans cet article le principal importateur, après viennent les peaux de bœuf et de vache provenant principalement de la République Argentine et de l'Uruguay.

L'importation des cuirs travaillés, qui était autrefois très considérable, a diminué dans la dernière décade dans des proportions très importantes. Le maroquin tient aujourd'hui la tête avec une entrée annuelle de trois millions et demi de dollars; le cuir de veau vient ensuite, pour une valeur de six cent cinquante mille

dollars environ; la France est dans cette ligne de beaucoup le plus gros fournisseur; enfin viennent le cuir à semelles pour cent soixante mille dollars, le cuir de tiges pour vingt mille dollars, et les autres produits en quantités insignifiantes.

Les Etats-Unis n'exportent point ou peu de cuirs à l'état brut; ils en envoient une certaine quantité transformée en divers produits, chaussures plus spécialement.

VENEZUELA.

LE COMMERCE SUR LA FRONTIÈRE AVEC LA COLOMBIE.

Le Congrès des Etats-Unis du Venezuela, pendant sa dernière session, a approuvé un code de lois régissant le commerce en transit entre ce pays et la Colombie. Ces lois règlent le transit des marchandises étrangères à destination de la République de la Colombie par le port de Maracaibo et de Cucuta; et réciproquement, celui des marchandises de la Colombie à destination au Vénézuéla, pour être exportées par voie de Maracaibo.

L'article 2 du code dit:

L'entrée des marchandises étrangères par le port de Maracaibo, en transit pour la Colombie, sera soumise à toutes les formalités, conditions, et pénalités établies par les lois douanières pour les marchandises étrangères importées au Vénézuéla.

Ces marchandises seront expédiées avec des factures consulaires séparées, indiquant que les articles sont pour un ou plusieurs points de la Colombie. Il sera permis aux marchandises ainsi destinées, à rester en dépôt à la douane de Maracaibo pendant trente jours. Avant d'être retirées pour être envoyées dans l'intérieur, le propriétaire sera requis de remettre au préposé de la douane un certificat *pro forma* pour lequel des formes en blanc seront fournies.

Outre les droits d'importation réguliers, les importateurs auront à payer un pour cent de la valeur de la facture pour frais d'emmagasinage.

Le même décret législatif autorise l'admission des produits naturels et des manufactures de la Colombie dans le Vénézuéla, par la douane de San Antonio del Tachira.

L'article 32 dit:

Les fruits et les produits naturels de la Colombie seront admis en franchise de droits par les douanes de Maracaibo et de Tachira, aussi longtemps que ceux du Venezuela jouiront du même privilège dans la Colombie.

Conformément à l'article 33, les marchandises du pays fabriquées dans la Colombie sont soumises à payer les droits établis dans le tarif du Venezuela, selon leurs classes respectives. Ces lois ont été mises en vigueur le 1er octobre de l'année actuelle, et abrogent tous les règlements antérieurs relatives au commerce de transit entre les deux pays.

COMMERCE DES MACHINES ET DES OUTILS DANS L'AMERIQUE ESPAGNOLE.

La *Revue du Commerce* du 4 décembre 1897, publie un article de beaucoup de valeur et très à propos relatif aux machines et outils agricoles qui conviennent à l'importation dans l'Amérique Latine et les autres pays tropicaux. La demande de ces manufactures augmente de jour en jour; le principal empêchement à un développement plus rapide de ce commerce est dû à l'ignorance des manufacturiers et des expéditeurs des usages industriels et des conditions qui existent dans ces contrées.

En considérant cette question, on ne doit pas oublier que les machines, une fois reçues par les importateurs, doivent être montées, une opération qui est souvent impossible sans l'aide d'ingénieurs et d'ouvriers expérimentés. Dans les colonies anglaises plus avancées et dans les ports de mer, on peut rencontrer les capacités nécessaires, mais à l'intérieur, même dans les grandes villes, telles que Rio de Janeiro, Buenos Aires, et Valparaiso, on n'est pas sûr d'y trouver de grands ateliers et un personnel susceptibles de fournir un concours utile, et dans l'arrière-pays il n'en est plus question. Le fabricant qui y livre des machines ne saurait compter que sur l'ingéniosité de ses employés.

Dans les pays chauds, la civilisation est principalement concentrée dans les villes de la côte et dans les ports de mer. A l'intérieur, la population a développé une médiocre civilisation

indigène, presque entièrement libre des influences étrangères. Là s'est formée une population adaptée, pour ainsi dire, aux conditions du pays, et qui peut se composer de descendants d'Européens, de créoles, ou de métis. C'est le cas, par exemple, de la Colombie, de l'Equateur, du Venezuela, du Pérou, de la Bolivie, du Mexique et de diverses contrées de l'Afrique du Sud. On y trouve de vastes espaces que n'ouvrent ni la navigation fluviale, ni les chemins de fer, et où les transports se font encore au moyen de bêtes de somme ou de véhicules primitifs. Souvent aussi, il faut utiliser des civières ou des porteurs. Il est clair que dans de telles conditions, le transport et le montage des machines présentent de grandes difficultés.

Toutes les machines destinées à l'intérieur des pays susmentionnés doivent être, en principe, construites en vue du chauffage au bois. Il est rare, en effet, de trouver du charbon loin des côtes. Très exceptionnellement aussi les moteurs à gaz peuvent être employés, tandis que ceux à pétrole seront au contraire indiqués, car le pétrole est devenu un article de commerce universel, qu'on peut obtenir partout pour le chauffage des machines. L'éclairage électrique et la production de force électrique offrent certainement de l'avenir, car les sources d'énergie hydraulique se trouvent en abondance dans ces contrées et rendent possible l'installation de petites machines électriques et de téléphones. Des appareils électriques plus importants peuvent même être transportés avec avantage, parce qu'ils sont d'un volume moindre que les machines à vapeur et sont par suite susceptibles de circuler à l'aide de plusieurs mulets qui, marchant à la file et liés entre eux par de longues perches, sont en mesure de transporter des fardeaux assez lourds, mais d'un petit volume, même dans la montagne, si les courbes ne sont pas trop accentuées.

Du reste, les pièces détachées à transporter à dos de mulets ne doivent pas peser plus d'un quintal et demi à deux quintaux (au maximum), et il faut répartir exactement le poids des deux côtés de la bête.

C'est seulement avec les progrès de la civilization que ces conditions de transports se modifieront et s'amélioreront; après les sentiers, viendront les chemins et les routes, et des territoires difficilement accessibles s'ouvriront plus largement à des objets plus lourds.

Or, ces contrées sont précisément celles dont la conformation physique nous oblige à bien nous souvenir de ce qui vient d'être dit.

Elles sont riches en produits naturels de toutes sortes, si riches que nombre d'entre elles, la République Argentine, par exemple, préparent une concurrence non négligeable à notre agriculture. Plus la production agricole se développera dans ces contrées, et plus il sera difficile d'y faire des envois; on cherchera dans ces territoires à transformer sur place les produits du sol, afin d'économiser les frais de transport. On y employera les appareils à distiller pour le maïs, les céréales, les pommes de terre, etc.; les presses pour les fruits oléagineux.

Les appareils centrifuges pour l'huile et le beurre, les pompes à main ou à manège, parfois les appareils à pétrole et à gaz, les petites machines à glace pour la conservation des produits facilement putrescibles, les machines à travailler le fer-blanc pour la fabrication des boîtes de conserves, les petites presses pour le ciment et matières analogues pour l'établissement de carrelages, les chemins de fer portatifs, joueront un rôle important dans l'exploitation des territoires dont il s'agit. La température très élevée favorisera aussi l'importation des appareils à produire l'eau gazeuse. On trouvera encore l'occasion de placer dans les villes importantes de petits cylindres pour la fabrication du chocolat.

Les cours d'eau nombreux dans ces pays permettront l'installation de petits moulins destinés à la mouture des produits locaux, et favoriseront l'établissement de petites scieries mécaniques. La satisfaction de ces besoins sera relativement lente, et les indigènes hésiteront souvent, à très juste titre, à introduire des articles nouveaux.

Ils ne savent pas les réparer sans conseils et ils ont fait à cet égard des expériences délicates et coûteuses.

L'importation des outils se présente d'ailleurs sous un jour beaucoup plus favorable que celle des machines et appareils mécaniques. Bien que les habitants de nombreux pays d'outre-mer aient montré un certain conservatisme à l'égard des outils modernes et perfectionnés de l'Amérique du Nord et de l'Europe, ce conservatisme a bientôt disparu devant la valeur si pratique de ces outils. L'influence des difficultés résultant des moyens de transport s'exerce infiniment moins sur l'importation des outils que sur celle des

machines. Aussitôt que l'indigène a reconnu la valeur des outils améliorés, il ne trouve aucun prix trop élevé et il paie ce qu'il faut pour ce qu'il a trouvé bon une fois. Un certain modèle de couteaux allemands a été fourni par millions de pièces dans l'Amérique centrale et l'Amérique du Sud; d'autres couteaux, ainsi que des haches, des marteaux, etc., y ont été expédiés pour le travail à la main, l'exploitation des forêts et des mines, la culture des champs. Certains couteaux conviennent à un pays et seraient sans emploi dans un autre. Celui qui a été utilisé parfaitement à Pernambuco et dans l'arrière-pays de Bahia, ne vaut rien pour la Havane. Là, les Espagnols recherchent un long et large couteau, ressemblant à un sabre, qui leur sert d'arme et de couteau d'abattage dans les plantations de cannes à sucre.

On comprend aisément que la forme des couteaux doit résulter du caractère de la forêt, des champs, des cultures principales où ils seront utilisés, et que d'autres améliorations scientifiques ne serviraient de rien. Les gens ne changent pas volontiers l'instrument qu'ils ont toujours connu, et ils ont raison de vouloir éprouver tout d'abord la supériorité d'une nouveauté qu'on leur propose. Tel est le cas pour les outils qui servent à remuer la terre, à l'égard des charrues que les Européens s'efforcent d'introduire à grands frais. Il est bien certain qu'on obtiendrait de meilleures récoltes par l'emploi de la charrue qu'en usant de la houe à la main. Mais qu'importe à l'indigène? Il n'a pas de capital à débourser pour l'achat d'une charrue et, d'autre part, le produit de la culture à la houe suffit pleinement aux simples be soins de sa famille. Il arrive à vivre et c'est tout ce qu'il demande. On ne peut encore penser, à cause des grandes distances à parcourir, du mauvais état des chemins et des frais de transport élevés, à expédier un excédent de récolte. Pourquoi appliquer la culture intensive qui serait sans profit? Tout cela changera avec le développement de la civilisation et notamment avec l'accroissement de la population des pays en question.

Les pionniers européens du commerce et de l'industrie ne tarderont pas à éveiller les besoins des habitants de ces pays; s'il n'en était pas ainsi, et si ces derniers n'entraient pas dans une civilisation plus avancée, leurs demandes de produits étrangers n'augmenteraient pas. Créer des besoins, c'est la tâche des premiers pionniers du commerce, dans ces pays plus que partout ailleurs. Mais on

ne peut y arriver que par degrés, et c'est dans les pays où de nouvelles voies seront ouvertes au trafic, que naîtront bientôt de nouveaux besoins, et que la population pourra s'adonner à une culture plus intensive.

Par contre, là où n'existe pas de circulation, les gens se contenteront longtemps encore de perles de couleur, comme de tissus bariolés, et auront aussi peu de goût que d'argent pour les produits du luxe et de la civilisation. Créer des moyens de transport et ouvrir le chemin au trafic est l'objectif principal de la politique économique des Européens dans les pays d'outre-mer.

Ce que nous avons dit des machines et des outils s'applique aussi à beaucoup d'autres objets. Les petits établis à raboter ou à tourner, d'une construction légère et aussi simple que possible, les machines à forer, les forges de campagne, les tuyaux cylindriques pour conduites d'eau, les tôles étamées ou non et les tôles ondulées, qui s'emploient dans la construction des habitations et des magasins, les presses pour fruits et fleurs destinées à la production d'extraits et d'essences, les machines à nettoyer et à décortiquer le café, les broyeuses de tous genres, pour pierres, sable, chaux, ciment, les petits appareils à cylindrer, etc., sont à signaler comme intéressant les pays dont il s'agit.

Tous ces pays font usage de poudre, de dynamite, de cartouches, pour l'amélioration des chemins, la taille des roches, l'exploitation des carrières, etc.; de fil de fer et d'appareils peu compliqués d'extraction, ainsi que de câbles pour les mines, enfin de matériel léger pour la construction des ponts, d'instruments pour la ferrure, de clous et de vis à bois, etc., etc.

MISCELLANÉES COMMERCIALES.

RÉPUBLIQUE ARGENTINE.

Tôles en Fer Américaines. Une maison importante de la République Argentine affirme qu'on montre beaucoup d'intérêt dans le commerce des tôles en fer dans cette République, à cause de l'augmentation de leur emploi dans la construction. Les manufacturiers des Etats-Unis commencent à réaliser que le marché sud-américain est très important et font des efforts pour placer leur produit en concurrence avec le produit anglais Jusqu'ici le grand empêchement à leur succès a été dû à la différence existante dans le coût du fret, les frais anglais cotés étant d'environ 10 pour cent moins élevés que le taux américain le plus bas. Des mesures seront prises pour éloigner cet obstacle, et on croit que

livraison plus prompte des produits provenant de ce côté de l'Atlantique sera antageuse dans la concurrence commerciale qui commence à se faire sentir.

Expéditions de Papier. Il est affirmé positivement que des quantités considérables de papier sont expédiées sans cesse des Etats-Unis à ondres pour être ensuite réexepédiées au Brésil. Des commandes s'élevant à es milliers de dollars sont reçues par les maisons d'exportation pour le papier our journaux, pour toitures et à écrire. Ceci est dû à ce que les Américains e l'Amérique du Sud et du Centre ignorent les mérites du produit des Etats-Jnis, et que les maisons anglaises en concurrence avec les manufacturiers allenands contrôlent véritablement un marché auquel les Américains ont donné peu l'attention.

CHILI.

L'industrie du Salpêtre. D'après le "Chilian Times" la production du salpêtre en 1896 s'est élevée à 23,832,434 quintaux, et l'exportation a atteint 24,066,189 quintaux. Les principales contrées qui importent le salpêtre du Chili sont: l'Allemagne, les Etats-Unis, la Grande-Bretagne, la France et la Hollande. Suivant une publication sur la consommation du salpêtre dans le monde entier pendant les sept dernières années, on constate qu'il y a eu en 1896 une augmentation de 4,359,627 quintaux, ou d'environ 200,000 tonnes anglaises en plus de la consommation en 1890. L'excès constaté dans les exportations en 1896, sur la production estimée pour cette année, est dû à l'excès de la production en 1895.

Compagnie de Tabac Sud-Américaine. La Compagnie de Tabac Sud-Américaine établie à Valparaiso et employant 160 ouvriers, importe pour la fabrication des cigarettes de grandes quantités de tabac américain en feuilles, qu'on cultive dans la Virginie et dans la Caroline du Nord. En plus, la compagnie importe du tabac de la Havane, de l'Egypte, de la Turquie et du nord du Brésil. On constate que la production journalière de cet établissement est à 900,000 cigarettes et à 10,000 livres de tabac manufacturé. On croit qu'avec des efforts de la part des exportateurs, la consommation du tabac américain au Chili s'augmenterait facilement.

EQUATEUR.

Les Factures Consulaires. En vertu d'un décret exécutif, toute marchandise à destination de l'Equateur doit être accompagnée d'une facture consulaire visée, soit par le consul du pays, soit par une personne autorisée à agir dans ce caractère au port de l'envoi. Chaque colis pesant plus de cinquante kilogrammes doit avoir clairement indiqué sur l'extérieur, le poids brut. Tout poids en excès de 10 pour cent de celui déclaré dans la facture sera taxé d'une surcharge de 100 pour cent du droit imposé sur l'article, par la loi de douane actuellement en vigueur.

HAÏTI.

Ligne de Câble allant à l'Amérique du Sud. La Compagnie des câbles et du télégraphe des Etats-Unis à Haïti a récemment ouvert son réseau relié avec celui de l'Amérique du Sud. Le câble part de Londres et aboutit à Cap Haïtien,

où il se relie au câble français des Antilles, qui se dirige sur le Venezuela, la Martinique, les Guyanes hollandaise et française et le Pará (Brésil). A Pará, le câble français s'amorce avec les lignes terrestres brésiliennes, puis argentines. Ce câble raccourcit la distance à parcourir par les câblegrammes entre l'Angleterre et l'Amérique du Sud et réduit le coût de 25 pour cent environ.

MEXIQUE.

Travail Japonais Employé sur les Plantations de Café.

M. WILLIAM LAING MALCOLMSON, qui s'est engagé dans la culture du café à Ceylon, où il a résidé pendant quelques années, et qui a été pendant quelque temps au Mexique, en vue d'y faire des investigations à propos de la culture du café dans cette République, a intéressé plusieurs riches planteurs de café dans l'achat de vastes plantations à l'isthme de Tehuantepec. M. MALCOLMSON a conclu les arrangements préliminaires, par l'intermédiaire du Ministre japonais pour l'introduction dans la République d'une colonie d'artisans japonais pour le travail sur les plantations caféières. Il considère que les terres au midi du Mexique sont les mieux adaptées à la production du café d'entre toutes celles qu'il a vues, et que le travail japonais est spécialement convenable à leur culture.

Rapport de Señor Don Enrique Sanchez.

Le Bureau doit à l'amabilité de Señor Don ENRIQUE SANCHEZ une copie du rapport qu'il a transmis au Gouverneur PROSPERO CAHUANTZI de l'Etat de Tlaxcala, Mexico, au sujet de sa mission comme délégué officiel de cet Etat au Congrès Mercantile qui s'est réuni au mois de juin dernier, à Philadelphie, Etats-Unis d'Amérique, sous les auspices du Musée de Philadelphie.

Le rapport, qui est détaillé et intéressant, expose la grandeur des projets du Musée pour augmenter le commerce des Etats-Unis avec le Mexique et les autres contrées de l'Amérique Latine. Señor SANCHEZ recommande que des échantillons des productions agricoles, minérales et industrielles de l'Etat de Tlaxcala soient exposés dans le Musée, afin qu'ils puissent être vus par les personnes intéressées dans le développement commercial du Mexique.

Les Exportations Mexicaines en 1896-1897.

D'après une statistique récemment publiée par le Ministère des Finances, le Mexique a exporté, pendant l'exercice 1896–1897, $66,183,097 de métaux précieux et $45,163,397 d'articles divers, soit un total de $111,346,494. Les exportations totales pendant l'année fiscale antérieure n'avaient été que de $105,016,902, soit une augmentation de $6,329,592.

Machines Américaines.

Par suite de l'essor qu'a pris le développement industriel au Mexique, la demande de machines américaines a a beaucoup augmenté. Pendant l'année passée les commandes de machines pour l'exploitation minière, surtout de chaudières et de machines à vapeur, ont été très grandes. Une maison entreprenante et active d'Erie, Pensylvanie, en a fourni la plus grande partie. Ce besoin n'est pas borné à une seule classe de machines, mais toutes sortes sont nécessaires et les manufacturiers alertes des Etats-Unis trouveront au Mexique un vaste champ pour ce commerce. Le manufacturiers de l'Angleterre et du Continent font une concurrence active pour ce commerce.

NICARAGUA.

Récolte de Café. Les rapports reçus du Département de Matagalpa, relatifs à la récolte du café pour l'année 1897–98, indiquent qu'elle dépassera de beaucoup les moyens de transport à dos de mulets et à charrettes de bœufs. En vue de ceci, le Congrès du Nicaragua a autorisé le Président ZELAYA à construire ou à signer un contrat pour la construction d'une voie ferrée partant de la ville de Matagalpa et se joignant au Chemin de Fer National. L'augmentation de la production des plantations de café et de sucre est telle, que les planteurs se trouvent dans la nécessité de se procurer des machines améliorées et plus grandes, et des procédés plus rapides pour la préparation des produits pour la vente. L'attention des personnes engagées dans la construction de chemins de fer et des fabricants de machines agricoles est attirée aux opportunités di-dessus indiquées.

Abolition du Droit d'Exportation sur l'Argent. Le Gouvernement péruvien a promulgé un décret le 11 septembre dernier abolissant le droit de 3 pour cent *ad valorem* imposé sur les exportations d'argent monnayé, d'argent en barres, et de *chafalonia* (argent travaillé qui ne sert plus qu'à être fondu). Cette exemption ne s'applique pas à l'or national monnayé, ni à l'or en barres ou en poudre, qui continueront à payer un droit d'exportation de trois pour cent.

ETATS-UNIS.

Entrée des Peaux de Veau en Franchise de Droit. Le Comité des Etats-Unis qui fixe les droits à percevoir sur les articles d'importation a décidé, le 3 décembre 1897, que les peaux de veau brutes qui servent à la fabrication de presque toutes les chaussures portées dans ce pays, seront désormais admises en franchise de droit. Selon cette décision, les peaux de veau brutes importées sous la loi de tarif DINGLEY, ne doivent pas être désignées comme cuirs de bétail non préparés, qui sont sujets à un droit de 15 pour cent *ad valorem*, mais elles doivent être classées comme peaux brutes, comprises dans la liste des articles admis en franchise. Le Comité trouve aussi que le terme "cuir" s'applique techniquement aux peaux des animaux de forte taille, tels que chevaux, bœufs, vaches et taureaux, tandis que le terme "peau" est employé pour désigner les peaux de moutons, de veaux et de chèvres. On a trouvé que dans le commerce le terme "cuir" comprenait les peaux pesant vingt-cinq livres ou plus, tous les cuirs au-dessous de ce poids étant désignés sous le nom de "peau." On considère qu'un poids de douze livres marque la distinction entre peaux séchées et cuirs séchés.

Le Cèdre Sud-Américain. Un rapport du marché de New York du mois de décembre 1897 dit qu'un rival du cèdre espagnol est trouvé dans les cèdres de plusieurs endroits aux Indes Occidentales, au Mexique et dans l'Amérique du Centre et du Sud. Ce remplaçant donne de la satisfaction générale, n'est pas aussi élevé en prix et en toute probabilité affectera le marché d'une manière permanente par rapport au cèdre espagnol, dont le stock à présent est très petit.

Commerce Vélocipédique. Une comparaison des statistiques du commerce vélocipédique des Etats–Unis avec l'Amérique Latine pour les exercices 1896 et 1897 présente une augmentation remarquable dans les valeurs

pour 1897. Ces exportations se répartissent ainsi: le Mexique en 1897 en a pris pour une valeur de $73,117, soit une augmentation de $48,839 sur l'année antérieure; l'Argentine pour $42,091 en 1897 contre $4,065 en 1896, tandis que le Brésil vient en troisième lieu avec $29,355 pour 1897 et $13,529 pour 1896. L'Amérique Centrale, Santo Domingo et la Colombie ont augmenté leurs importations pour les deux années de $6,020, $4,642 et de $1,278 respectivement. Les autres Etats sud-américains importèrent des bicyclettes s'élevant en valeur à $73,507 en 1897 contre $13,401 en 1896, accusant l'augmentation remarquable de $60,107.

URUGUAY.

Commerce entre les Etats-Unis et Montévidéo.

D'après des informations relatives aux exportations du port de Montévidéo pour les neuf premiers mois de l'année courante, on constate que les Etats-Unis occupent la première place, comme pays importateur des cuirs de bœuf séchés provenant de l'Uruguay, ayant importé pendant les neuf mois 245,605 cuirs, ou plus de la moitié des 466,795 cuirs exportés.

Des cuirs de bœuf salés, les Etats-Unis ont pris presque un cinquième de l'exportation uruguayenne, venant en quatrième lieu parmi les nations engagées dans ce commerce. Le rapport montre que les Etats-Unis sont placés en troisième lieu par rapport aux importations de laine de l'Uruguay, ayant pris 11,738 ballots d'un total de 50,552 ballots, tandis que, par rapport au commerce de poil, ils ont pris plus du tiers des expéditions totales de Montévidéo, qui se sont élevées à 940 ballots.

Commerce de Bétail.

Le Ministre FRANCIS B. LOOMIS rapporte que le commerce de bétail du Venezuela deviendra apparemment une menace aux éleveurs de bétail aux Etats-Unis, et il cite, en appui de son rapport, l'augmentation remarquable du nombre de bétail élevé au Venezuela pendant les trois dernières années. En 1894 il y avait au pays 5,000,000 de têtes de bétail; ce nombre s'est augmenté à 10,000,000 pour cette année, et on s'attend à ce que ce nombre soit plus que doublé dans les quatre années à venir. Les tentatives de la République pour créer un débouché au Brésil pour son bétail ont eu tant de succès, qu'il est proposé d'étendre le commerce à Cuba et aux îles de la Mer des Caraïbes.

VENEZUELA.

Régions Aurifères de Guarico.

D'après le Courrier de Venezuela, les nouvelles reçues du district de Guarico, relatives à l'exploitation des mines d'or dans cette région, deviennent de jour en jour plus encourageantes. Il y a à présent huit compagnies étrangères d'exploitation; trente-quatre réclamations ont déjà été agréées et des desseins de plusieurs autres déclarations ont été faites aux autorités. On dit qu'une compagnie a commandé de l'Angleterre douze moulins mus par la pression hydraulique. La veine dans cette mine a dix pieds de largeur, et contient un quartz si riche que le métal précieux y est clairement visible.

La Compagnie de l'Orénoque.

La compagnie de l'Orénoque fait des préparatifs pour le développement immédiat des dépôts de fer découverts au moment de leur concession. Pendant les dernières semaines, une veine de minérai de fer a été définitivement déterminée qui varie de 100 à 200 pieds en largeur, avec une longueur de cinq milles, et se trouve à deux milles de distance de Santa Catalina. D'autres dépôts encore plus grands ont été découverts à une distance de cinq milles de la ville ci-dessus mentionnée; en effet, le rendement est prononcé inépuisable, et on dit que la qualité est supérieure aux minérais de fer espagnols et africains. D'autres entreprises, que rend possible cette riche région, seront bientôt développées par la grande compagnie qui a reçu par concession cette partie du Venezuela.

ASSOCIATION NATIONALE DES MANUFACTURIERS.

Lignes Directes de Vapeurs Allant aux Ports Sud-Américains.

Le Bureau est informé que plusieurs exportateurs et manufacturiers importants des villes principales des Etats-Unis prennent des mesures pour satisfaire la demande, d'une si longue durée, de communication directe par vapeurs avec les ports du nord et de l'est de l'Amérique du Sud. A la réunion de l'Association Nationale des Manufacturiers, qui aura lieu dans la Cité de New York, au mois de janvier, ce sujet sera discuté et des mesures préliminaires seront prises en vue de l'accomplissement du projet.

Entrepôt à Caracas.

L'entrepôt établi pour l'exposition des manufactures américaines est le premier essai expérimental de l'Association Nationale des Manufacturiers. La demande de terrain par les exposants a été si grande que les directeurs se sont trouvés dans la nécessité de limiter le temps dans lequel les marchandises peuvent être reçues, au 14 décembre 1897. Dans un rapport récemment reçu au Département d'Etat, le Consul PROSKAUER, écrivant de Puerto Cabello s'exprime dans ces termes favorables, de l'entreprise et de ses effets sur le commerce vénézuélien. "Son utilité sera d'abord limitée aux immenses et riches territoires contigus à Caracas, qui se servent des meilleures classes de marchandises, mais sa renommée et ses avantages détermineront les commerçants des régions du centre et de l'ouest de la République, à l'examiner. La vue actuelle des marchandises ou manufactures, leur comparaison sur place avec des articles similaires, l'échange d'idées entre les représentants américains et les commerçants du Venezuela relatives aux menus détails des achats, ne peuvent manquer de prouver d'un grand avantage à chacun d'eux et de leur désabuser de notions fausses. Le Gouvernement fait de son mieux pour encourager l'entreprise, tandis que le sentiment amical des habitants pour tout ce qui est américain leur poussera à exercer toute leur influence pour couronner de succès les efforts des entrepreneurs."

MUSÉE COMMERCIAL DE PHILADELPHIE.

Projet de Congrès Commercial International.

Le Musée Commercial de Philadelphie qui a été établi en vue d'augmenter le commerce des Etats-Unis avec le Mexique et les différentes contrées de l'Amérique du Centre et du Sud et les

Indes Occidentales, développe rapidement ses plans pour un congrès interna tional qui se composera des représentants du monde entier de commerce. Un récent numéro du "Manufacturier" dit, "que les chambres de commerce et les autres organisations commerciales de l'Asie, du Sud-Afrique et de l'Australasie sont invitées à nommer des membres au comité de Conseil." Comme on le sait, ce comité a déjà des représentants dans beaucoup de centres commerciaux aux Etats-Unis et possède aussi des amis zélés et intéressés dans d'autres parties du continent,—au Mexique, aux Etats-Unis de l'Amérique Centrale, au Brésil, à la République Argentine, au Chili, et aux différentes contrées de l'Amérique du Sud. Comme le commerce des Etats-Unis augmente constamment dans l'Afrique, la Chine, le Japon et l'Australie, il est très nécessaire que le Musée y ait aussi ses représentants. Jugeant des réponses favorables qui sont reçues, il y a tout lieu de croire que les plans ambitieux de l'administration réussiront.

Contrairement aux plans premièrement conçus, il est maintenant proposé d'obtenir, si possible, comme membres du comité de conseil, des représentants de organisations commerciales de l'Europe. Ceci ouvrira un champs de possibilité presque sans limites, qui ne peut manquer de produire des résultats inestimable si le plan est développé entièrement. C'est vrai que les Etats-Unis sont de compétiteurs de l'Angleterre, de la France, de l'Allemagne, et de la Belgique dans les marchés des nouveaux pays agricoles qui, à présent, produisent l matières premières du monde, plutôt que les marchandises fabriquées sur le quelles sont dépensés plus de travail et d'habileté, mais ses projets et buts sont assurément d'une si grande hostilité qu'il ne peut résulter du bon des consultations et des débats. On doit se rappeler que l'Europe est encore le p grand acheteur des marchandises américaines et qu'elle est de beaucoup le p important des clients. On ne s'attend pas à un changement sensible dans ce condition d'affaires.

L'Europe a recours aux Etats-Unis pour beaucoup de classes de produits s lesquels sa situation économique serait bien différente de ce qu'elle n'est aujourd' l Les Américains n'ont sûrement pas l'intention de limiter leur commerce a l'Europe au coton, au blé et aux produits bruts et aux denrées. Déjà ils commencent à expédier à l'autre côté de l'Atlantique des marchandises manufactu et si les Etats-Unis sont permis de jouir de l'avenir que tous les Américains souhaitent, cette tendence s'augmenterait à des proportions encore plus consid bles, longtemps avant de diminuer.

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TRADE RELATIONS IN AMERICA.—VIII.*

INTERNAL RESOURCES OF MEXICO.

In previous articles of this series, the foreign commerce of Mexico, Central America, the West Indies, and South America have been chiefly considered. We will now proceed to examine the internal resources of these great divisions, in the order named, and the degree of their development as the basis for future expansion of their foreign trade.

In Mexico, the progress made during the past decade in manufactures, as well as in agriculture and in the increase of transportation facilities, which is the great prerequisite to the effective utilization of the natural wealth of any country, has been at once rapid and substantial. It is attributable, mainly, to the stable, orderly, and at the same time progressive administration of the country's affairs which, throughout, has marked the successive terms of President DIAZ. There can be no doubt that Mexico owes a great debt of gratitude to the able statesman and wise Executive who, with the zealous cooperation of the best intelligence of the country, has secured to her a long period of peace and tranquil development. Fortunately for Mexico, he has been

*The first article of this series was printed in the MONTHLY BULLETIN for July, 1897.

aided by economic conditions created, in part, by legislation, which have tended to build up industries peculiar to the country and to stimulate enterprise and thrift.

It so happens that Mexico is rich in a variety of products which the world most desires and of which the production, as yet, is not so great as to "glut" the market. Mexico does not depend, in her export trade, upon those great staples, such as wheat, cotton, wool, sugar, and meats, which are produced so enormously in temperate zones that large profits, except in times of accidental scarcity, are no longer to be realized from them. A stream of wealth is flowing in upon her from her output of precious metals and other minerals in constant demand; from coffee, fibers, tobacco, vanilla and fruits which still bring relatively high prices in the markets of the world. During 1897, Mexico exported $42,000,000 worth of minerals. In the first nine months of 1897, she sold abroad $4,574,252 worth of coffee against $3,333,385 during the same period of 1896. Her exports of henequen fiber to the United States alone during the nine months increased by considerably over half a million dollars, and the total exports amount to about $8,000,000 annually. The exportation of oranges developed largely in consequence of the discovery that Mexican oranges could be used to supply a shortage in the crop of the United States. Even in years of plenty in the latter country, the production of Mexico does not seriously interfere with the crops of California and Florida, owing to the difference in the time of the ripening and marketing of the fruit. Vanilla brings into Mexico a million dollars or more per annum. The exportation of tobacco approximates $2,000,000, and the quality is so nearly equal to the best Cuban leaf that the development of this branch of agricultural industry seems to be fully assured. Live stock, hides, and skins are exported annually to the amount of about $3,000,000. The forest wealth of Mexico in timber, dyewoods, medicinal and other useful plants is very great. The export of cabinet and dye woods amounts to between $2,000,000 and $3,000,000 annually, and the abundance of the product is such that the industry is capable of indefinite development.

For a distance of about 1,200 miles, extending from the State of Sonora to the State of Oaxaca, northwest to southeast, a metal-

iferous belt of extraordinary richness offers a vast field for profitable mining. Gold, silver, mercury, iron, coal, the soft lead ores, asphalt, asbestos, petroleum, salt, copper, precious stones, onyx, and marbles of great variety and beauty are found in greater or less abundance throughout this region. In a report printed in August, 1897, the British Consul-General at Mexico says many new gold-mining properties are being opened up in the States of Sonora, Oaxaca, and Mexico, and a large increase of the output may be looked for. The State of Chihuahua is believed to be one of the greatest mineral regions in the world. Railroads now being built will soon provide the needed facilities of transportation, and a vast development of the mining industry will doubtless follow. United States capital has already invested largely in Mexican mines, and a demand for United States machinery and labor-saving appliances has been created, which will increase with the number of workings and the general enlargement of mining operations.

A similar opening for United States machinery and tools will be effected by the extension of agricultural operations and the improvement of farming methods which the profitable sale abroad of so many of Mexico's products must inevitably bring about. Most of the great central plateau of Mexico is fertile land, of such productiveness that, with the most primitive methods of cultivation, it continues, after centuries of use, to yield abundant crops. When the people are informed of the economies of time and labor to be effected by the agricultural machines and implements for which the United States is so justly famed, and are taught their various uses, the productiveness of this great region will be increased enormously, and a vast market created for one of the most important lines of United States manufactures.

In the meantime, Mexico herself is rapidly building up home industries, and in course of time, will no doubt be able to utilize a great part of her raw material in certain lines of manufacture. "Manufacturing in Mexico," says United States Minister Ransom in a report dated September 26, 1896, which was printed in Special Consular Reports, "Money and Prices in Foreign Countries," "has been developed to a considerable extent, especially in the manufacture of the coarser grades of cotton and woolen

goods, ordinary bleachings, goods for shawls, prints, and calicoes and woolen cloth; also in the manufacture of the products of sugar cane, alcohol, paper, cigars and cigarettes. Many well-informed persons believe that the depreciation in the price of silver has been the main cause of the development of these industries. To some extent, this is doubtless true; the large discount on silver has had its influence in depressing foreign importation and stimulating domestic production. But other powerful causes have had their effect in this direction—an able, wise, and just administration of the Government during the presidency of General DIAZ, the confidence of the Mexican people and foreigners in the stability of the Government, the building of railroads (all but the one from Vera Cruz to the City of Mexico having been completed since 1883), the improvement of coast harbors, the enlargement of commerce, the liberal action of the Government toward new industries; in fact, the general influences of law, peace, and commerce have all contributed to this result.

"It is not extravagant to state that, in the last ten years, citizens of the United States have invested in Mexico in mines, railroads, lands, and other undertakings sums much larger in the aggregate than the whole amount of money in circulation in the Republic. Also, in this consideration, we must not overlook the fact—a very significant one—that the tariff duties upon the manufactured articles of cotton, wool, paper, tobacco, and alcoholic products are very high, the duties upon the goods manufactured from cotton having been imposed as early as in 1830, and continually increasing until 1887. Since then, they have remained nearly stationary. Upon many classes of cotton and woolen goods, these duties have been prohibitory, and it is safe to state that upon the coarser grades of them, the duties in the last ten to fifteen years have averaged from 40 to 75 to 85 per cent. In this connection, I append a statement made by an eminent writer in a work entitled 'Les Finances des Etats-Unis Mexicains' d'après Documents Officiels,' by PROSPER GLONER, published in 1895. He says: 'The cotton industry in Mexico owes its development especially to the customs duties, which, by the imposition of high duties, prohibit the importation of ordinary cottonades. Five per cent of these were first imposed in 1830, and there was a continual increase in them until 1887.'"

United States Consul-General CRITTENDEN, in a report from the

ity of Mexico, September 7, 1896, which was printed in Commercial Relations of the United States, 1895–96, Volume I, says: Since the exchanges have been so variable and unfavorable etween Mexico and foreign governments, and high protective ariffs on almost all articles entering into consumption in Mexico ave been imposed, many of the articles heretofore imported, such s blankets, carpets, cloths of all kinds for men's wear, prints, nderwear of all kinds, hats, shoes, and other articles are necesarily manufactured in the Republic of Mexico. These people ave been bright and active enough to take advantage of these dverse currents, and have built up with astonishing rapidity for Mexico a series of larger or smaller manufactories of almost all lasses of goods, utilizing modern machinery that will compare vorably with much of the machinery used by other peoples. ome of the goods so manufactured in Mexico are excellent in arp, woof, and finish, and much more of it is seen in daily use an heretofore. One great advantage is had by the manufactur e n Mexico—the cheapness of labor and the free use of excellent ater power, which is found in many parts of Mexico, and this ower is often located quite near the railroads penetrating into arious parts of the Republic. The unskilled labor is placed under e management of foreign experts, who quite easily teach and ain that labor in the intricacies of the work. I am informed at these mills are paying from 20 to 40 per cent annual divi-nds. * * *

"With the stimulating causes heretofore mentioned, it will not e long before Mexico will have its manufacturing industries in l accessible and eligible States, with improved and improving roducts and selling at such rates as will largely exclude the ommoner articles from its markets. And even to-day, shoes are eing shipped from some of the northern States of Mexico to our ountry. I have seen some handsomely finished goods here for men's suitings, costing, when made at the best shops, from $20 to $30 per suit, Mexican currency. An abundance of wool is had in Mexico. Cotton is also grown in some parts of the Republic, but not enough to supply the demand. The balance, averaging from 75,000 to 100,000 bales per annum, is imported from Texas, costing, laid down at the mills, from 21 to 22 cents per pound, Mexican currency."

The British Consul-General at the City of Mexico, Mr. CARDEN, concurs with the United States representatives there as to the rapid development of industrial enterprise throughout the country. The great activity in the cotton-manufacturing industry, he says in his report of August, 1897, "may be gauged by the fact that, although there was an unusually good cotton crop in Mexico in 1896, the imports of the raw material exceeded those of the previous year by upward of 30,000 hundredweights, or over 10 per cent, and this in spite of the price of cotton having risen considerably." The falling off in imports of woolen goods, nearly 12 per cent, he attributes "to the great improvement in the quality of the local manufactures." The increase in imports of iron and steel, nearly 70 per cent, is explained by the "unusual activity in the construction and improvement of works of permanent utility to the country."

The industrial growth of Mexico has been accompanied by a remarkable development of her transportation facilities. On the 1st of July, 1897, the Republic had in operation 7,365 miles of railroad, and it is reasonable to expect, from the progress of recent years and the vast resources awaiting an outlet to the markets of the world, that railroad building will be greatly expanded in the near future. "To-day," said Consul-General CRITTENDEN in his report of September 7, 1896, "one is able to traverse by rail nearly all parts of the Republic, and reach Mexico from the United States by any one of three all-rail routes, or via New York by magnificent steamers to Tampico or Vera Cruz, and thence by rail to the City of Mexico. These roads, however, have been constructed almost entirely on the Atlantic side; therefore, the Pacific Ocean is mostly inaccessible, or reached by a most roundabout way. This feature, however, is being rapidly changed, and to-day, there are three roads in course of construction and rapidly heading for ports on the Pacific Ocean. Very soon, it may be truly said that Mexico is entirely traversed by the steam horse. These new roads are also being materially aided and assisted by the Government."

Since the date of Mr. CRITTENDEN's report, the railroad across the Isthmus of Tehuantepec, connecting the Atlantic and Pacific, has been completed, and promises to become a factor of international trade, besides supplying the means of easy communication

between the east and west coasts of the Republic and connecting with the great railway systems of the central plateau.

The ocean commerce of Mexico on the Atlantic side is largely in the hands of the New York and Cuba Mail Steamship Company, also known as the "Ward Line," which has a fleet of fine steamers plying between New York and the principal ports of the Gulf coast of Mexico, including Progreso, Vera Cruz, Tampico, Campeche, etc., via Havana. On the Pacific side, the Pacific Mail Company's steamers from San Francisco touch at various ports, among them Salina Cruz, Acapulco, Manzanillo, and Mazatlan.

The improvement of the principal harbors of Mexico has, for some years, been an object of special solicitude and effort on the part of the Mexican Government, and at the two important Gulf ports of Tampico and Vera Cruz, works of great magnitude have been constructed for the purpose of securing safe anchorage for vessels. At Salina Cruz and Coatzacoalcos, the Pacific and Gulf ports respectively of the Isthmus of Tehuantepec, similar works are in progress, and with the development of Mexican industries and commerce, the important points along the whole seaboard of both the east and west coasts will doubtless be provided gradually with all the modern facilities for conducting sea traffic.

In addition to railroads, Mexico has facilities of river and lake transportation which are capable of considerable development, though the topographical and climatic conditions of the country are such that uninterrupted navigation of the rivers throughout the year is impracticable for long distances. Upon this point, United States Consul-General CRITTENDEN, in a report which was printed in Special Consular Reports, "Highways of Commerce," in 1895, says: "The configuration of the country and the character of the seasons make great navigable rivers impossible. It is only on the level of the coast that some few rivers admit of traffic by small craft, and that not exceeding 125 miles from the Gulf and 62 miles from the Pacific Coast. The numerous peaks, whose altitudes are between 10,000 and 17,000 feet above the level of the sea, are sparingly snow-clad, and the quantity of snow falling on them is insufficient for causing large volumes of water or large streams. On the central table-lands, there are a few lakes the waters of which are utilized to a limited extent by the Indians for

traffic in their small, crude canoes. Canals are impracticable, on account of the topography, excepting on the Gulf Coast and the plains of the central States and of the northern frontier; but the greatest obstacle to interior navigation is the fact that in certain periods of the year, principally in the dry season, either by natural evaporation or by the careless use of the waters for irrigation, the springs decrease to such an extent as to render the streams insufficient to float the smallest boats. Sooner or later, this waste of water will be remedied, as the authorities are vigilant in protecting and guarding every element that contributes to the advancement of Mexico. This lack of means for navigation might, to a certain extent, be remedied by canalization and drawing off the waters existing in natural basins in various parts of the Republic and diverting them at intervals in certain seasons of the year to the rivers or canals which are navigable to maintain constantly the required depth."

The Government of Mexico has already testified its appreciation of the value of such undertakings by contracting for several important canal enterprises, including the Chijol Canal, 250 miles long, between Tampico and Tuxpan, and the canalization of the Tempoal River, which empties into the Panuco near Tampico. There are many other rivers and streams which can be utilized by means of improvements of greater or less magnitude, and when Mexico shall have been provided with an efficient system of waterways, the conditions of internal commerce will be vastly improved. "The exertions of President DIAZ and his liberality toward railroad enterprises and steamship lines," says Consul-General CRITTENDEN, "have been the chief factors in establishing means of communication throughout the Republic, accomplishing what none of his predecessors could do—that is, making this one of the most prosperous of the Spanish-American countries." It may be assumed that the same general policy will be followed in the improvement of rivers and roads, with correspondingly beneficial results.

The internal development of Mexico and the building up of her industries and domestic trade have a peculiar importance and interest for the people of the United States, not only as contributing to the general enlargement of commerce, but as helping to create the best conditions for the employment of United States capital, enterprise, and skilled labor, and the sale of United States

machinery, implements, hardware, and a great variety of other manufactures in which they excel. United States capital is already largely enlisted in Mexican railroads and mining operations, and it may be expected that agricultural and manufacturing enterprises will also attract the unemployed wealth and the skill of the great northern Republic. Fortunately, the articles offered for exchange by each country are, with but few exceptions, such as do not compete with the home industries of the other, and as the internal resources of Mexico are developed, the bonds of commercial intercourse must constantly be multiplied and strengthened, to the mutual benefit of the two Republics.

Joseph P. Smith

ARGENTINE REPUBLIC.

REPORT OF IMMIGRATION.

The following data relative to immigration to the Argentine Republic is summarized from a recent official report:

The exact area of the Republic is not known, but it is estimated at about 1,172,000 square miles. The total population, according to the census of 1895, is approximately 4,000,000 inhabitants, which would represent 1.33 to the kilometer (3.41 square miles). On the basis of the population existing in France, viz, 73 people to the square kilometer, the country is capable of supporting more than 200,000,000 inhabitants. Notwithstanding the rapid and great climatic changes, the country is eminently a healthy one and is well adapted to people from the temperate zones. The mortality is confined largely to infants, due to the lack of knowledge on the part of the parents of the principles of hygiene.

The inviting climate, the fertility of the soil, the facility for railroad construction, on account of the topography of the country, the numerous inland rivers and extended seaboard, should attract large and desirable immigration. There is room in the legitimate spheres of labor for an increased population of 90,000 to 100,000 per annum. The great desideratum is the immigrant with some knowledge and some capital, whose purpose on arriv-

ing in the country is to purchase a tract of land, build a comfortable home, till the soil, and advance his fortunes; for this class there is room for unlimited numbers. Throughout the republic lands may be bought at a very low figure, requiring but little preparation for farming, cattle raising, etc.

It has been characteristic of the immigrant who has hitherto arrived to stop in the larger cities, instead of casting his fortune where it would be most advanced by taking up land and developing it. The most numerous and best type of immigration thus far reaching the shores of the Argentine Republic are the Italians. They are the only people who have spread through the whole country and have profited by their opportunities.

The following tables show the immigration for the last four and one-half years, and the nationality and professions of the immigrants in the years 1894–1896:

Year.	Number of arrivals.
1893	52,067
1894	54,720
1895	61,266
1896	102,673
1897 (first half)	135,734

Nationality.	Number.			
	First half of 1897.	1896.	1895.	1894.
North Americans	37	79	46	79
Arabs	5	12	11	.....
Argentines	143	290	316	269
Armenians	.....	53	.....	.....
Austrians	1,003	963	549	440
Belgians	96	318	211	248
Bolivians	.....	.....	1	.....
Brazilians	553	58	91	128
British	264	429	329	385
Chileans	17	3	2	.....
Danes	47	126	115	99
Dutch	4	61	36	18
Egyptians	.....	8	.....	.....
French	1,652	3,486	2,448	2,107
Germans	436	1,039	1,067	971
Greeks	13	3	12	7
Italians	23,303	75,204	41,203	37,699
Moors	25	212	27	117
Paraguayans	2	3	5	.....
Peruvians	1	.....	1	.....
Portuguese	76	212	178	200
Roumanians	18	20	6	2
Russians	301	575	2,336	3,132
Spaniards	7,198	18,051	11,288	8,122

Nationality.	Number.			
	First half of 1897.	1896.	1895.	1894.
Swedes	22	52	62	42
Swiss	162	679	465	516
Turks	251	724	369	122
Uruguayans	105	13	52	17
Total	35, 734	102, 673	61, 226	54, 720
Yearly increase	.....	41, 447	6, 506	2, 653

Professions.	1896.	1895.	1894.
Agriculturists	58, 388	32, 941	30, 915
Apothecaries	11	16	9
Architects	3	6	3
Bakers	74	66	58
Barbers	92	54	41
Blacksmiths	527	322	231
Bookbinders	26	19	32
Bricklayers	2, 243	917	802
Brickmakers	158	46	58
Cabinetmakers	59	43	14
Calkers	23	19	12
Carpenters	886	634	535
Clerks	1, 572	839	722
Coachmen	49	46	54
Cooks	461	308	222
Coopers	87	74	32
Countermen	581	204	113
Daily laborers	15, 983	8, 988	6, 982
Designers	22	11	8
Doctors	21	9	11
Dyers	27	19	16
Engineers	9	5	3
Engine drivers	87	75	28
Engravers	16	8	10
Fishermen	59	34	19
Furniture makers	34	17	41
Gardeners	246	102	91
Gilders	44	36	19
Glove makers	38	17	21
Hatters	64	31	40
Joiners	28	19	34
Lithographers	16	4	17
Mechanics	80	64	97
Millers	85	52	38
Miners	418	309	218
Musicians	226	81	74
Painters	42	29	18
Pharmaceutists	19	10	15
Photographers	32	16	17
Printers	18	11	9
Saddlers	53	47	33
Sawyers	67	32	28
Seamen	165	96	158
Seamstresses	2, 983	1, 498	1, 391
School-teachers	.....	.....	12
Shoemakers	687	276	198
Shopkeepers	2, 128	1, 123	895
Singers	86	96	73
Stokers	307	211	147

Professions.	1896.	1895.	1894.
Stone cutters	496	141	187
Stone masons	19	15	.....
Surveyors	9	5	2
Tailors	582	218	192
Tanners	161	147	139
Tinkers	.....	17	15
Tinsmiths	62	87	79
Turners	42	38	22
Typesetters	.....	.....	17
Vine cultivators	150	124	47
Watchmakers	.....	.....	14
Weavers	105	87	71
Of no profession	11,717	10,467	9,314
Total	102,673	61,226	54,720

BOLIVIA.

EXTENSION OF TRADE WITH THE UNITED STATES.

In a communication addressed to the DIRECTOR OF THE BUREAU on the subject of the general extension of trade between Bolivia and the United States, and the efforts being made by the BUREAU to that end, Señor Don Luis Paz, Minister of the former country to the United States, says:

* * * * * * *

"Many efforts have been made to create a trade in Bolivia for the manufactures of North America, and the stumbling blocks encountered have been lack of direct communication and banking relations. The greater part of the cotton goods consumed in Bolivia come originally from North America, though purchased in Europe, owing to the advantages offered by direct transportation to Buenos Ayres or the Pacific ports and to the facilities for placing funds. It would be wise to call the attention of the Government and of the American industrial ranks to these essential points in commercial relations.

I have endeavored to interest my Government and my country to the end that they may open up industrial and commercial currents with North America, which can advantageously compete with Europe in many articles. With this end in view, I have made extended reports respecting the means of making known our sources of production and wealth through the Bureau of American Republics, and the Philadelphia Commercial Museums."

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BRAZIL.

IMMIGRATION IN 1896.

The last report of the consul-general of the Netherlands in Rio de Janeiro states, that, during 1896, 99,379 immigrants arrived at the port of Rio de Janeiro and 58,579 at the port of Santos, making a total of 157,948 immigrants for the year. The nationalities were as below:

Italians	96, 324
Spaniards	24, 153
Portuguese	22, 299
Austrians	8, 365
Germans	1, 070
Russians	562
North Americans	471
French	328
Swiss	153
English	63
Danish	55
Belgians	22
Dutch	7
Other nationalities	1, 046

This report refers only to the ports of Rio de Janeiro and Santos, and does not include the arrivals at the other ports of Brazil, especially those on the Amazon where recently a regular immigration service has been established.

RAILROADS IN SOUTHERN BRAZIL.

The following item relative to the extension of the railway system in the southern part of Brazil appeared in Le Brésil, of Paris, of the 26th of December, 1897:

"On the 15th of November the station of Carasinho on the railroad from Santa Maria to Uruguay, belonging to the Brazilian Southwestern Railroad Company, was inaugurated, and forms a part of the concession of Itararé to Santa Maria da Bocca do Monte and its branches, and is divided between two companies—one Brazilian, from São Paulo to Rio Grande, which constructs the railroads of the State of Paraná, and the other Belgian, known as the Brazilian Southwestern Railroad Company, which constructs the Rio Grande do Sul railroads. Of the lines of the

latter company, 299 kilometers are already in operation, of which 160 kilometers extend from Santa Maria to Cruz Alta, and 139 from Cruz Alta to the new station of Carasinho. Before the end of the year (1897) the station of Passo Fundo will be inaugurated within 54½ kilometers of the Carasinho station; this will increase the length of the lines in operation to 353½ kilometers. On the other side, the lines of the São Paulo and the Rio Grande Company are very far advanced. The roadbed is almost finished on an extension of 96 kilometers to the north of Ponta Grossa, and very well advanced for a distance of 150 kilometers to the south of that point. The work of laying the rails is progressing rapidly.

The concession of Itararé is one which has given the best practical results. The work was begun in 1890, and up to the present time nearly 560 kilometers have been constructed, being about 80 kilometers a year."

NEW CAPITAL OF MINAS GERAES.

Bello Horizonte was inaugurated as the capital of the State of Minas Geraes on the 12th of December last, with the formalities due the occasion. The ceremony was attended by all the officials and leading citizens of the State. The governor formally signed the decree removing the capital from Ouro Preto.

The following brief description of the new capital is taken from the Jornal do Commercio of Rio: "The city of Bello Horizonte is situated in a large and beautiful plain, bounded by four low hills, and partly inclosed by the chain of Curral d'El-Rei mountains and divided by a small stream called Arrudas, and its tributaries. The city contains thirty-eight public buildings, the most conspicuous being the Capitol, yet unfinished, the four departments of the Interior, Treasury, Agriculture, and Police; the Government Printing Office, the Hall of the Circuit Court, the Gymnasium, and the electric power house; the Church of the Rosary, residences of the several Secretaries and Chiefs of Bureaus the railway station and a large number of houses of modern design. The total population at present is about 12,000.

One of the most prominent features of the city is a central park

which contains 178 acres. The streets, which are straight and have a width of 65 feet, are intersected by avenues 114 feet wide. The principal avenue is that of Affonso Penna, 162 feet wide and 347 yards long. The city has abundant water supply and is lighted by electricity, which was inaugurated on the 11th of December.

The expense to the State involved in the removal of the capital from its old location to the present one, and the cost of the new buildings in connection with the construction of the branch railroad, called Bello Horizonte, have up to the present time amounted to $11,000,000."

BRITISH HONDURAS.

TRADE OPPORTUNITIES.

In a report to the Department of State, which is published in full in the United States Consular Reports for February, Consul ALBERT E. MORLAN states that the municipality of Belize, British Honduras, is considering the question of supplying that city with a complete outfit for extinguishing fires. In substance the report says that the requisition may include at least two steam fire engines, with necessary hose, trucks, ladders, etc., also a water tower, with mains and hydrants through the principal streets. Parties desiring to look into the matter may communicate with the United States Consul, who will present their bids, etc., to the proper authorities.

In speaking of the trade of the United States with British Honduras, Consul MORLAN says that the United States leads or has a monopoly in most lines, but that owing to the active efforts made by the Anglo-Swiss and Nestle's milk companies, the United States milk, though considered superior, has been almost crowded out of the market. He suggests that business men desiring to extend their operations in that country should combine in establishing a live agency at Belize. There is room for developing a business in milk, aerated waters, clothing, cotton goods, drugs, earthenware and glassware, hardware and cutlery, hats, paints, provisions, bis-

cuits in tins, rope and twine, saddlery and harness, shot and ammunition, silks, woolen goods, beer and porter, candles, gunpowder, oils (other than mineral), soap, spirits and wines, bricks, rice, and salt.

CHILE.

COMMERCIAL STATISTICS FOR 1896.

The Estadistica Comercial, giving in official form the foreign and coastwise trade of Chile in the year 1896, has just been received by the Bureau. From this valuable and comprehensive report the following summary is made. In the computations the dollar is reckoned at 38 pence (76 cents gold). The imports subject to duty are based on the valuation established by the customs tariff, while those free of duty are rated at their invoice values. The value of the exports is calculated on the current market prices.

The statistics are divided into two general heads, "Comercio Géneral" and "Comercio Especial." Under the former head is included all goods brought into the country, whether for domestic consumption or for reshipment, and all articles exported, including those in transit. Under the second head is classed all importations intended for home consumption and all exportations of home manufacture, and such manufactures of foreign origin as are taken out of bond for reshipment.

The first table given below, that of the "Comercio Géneral," shows the total value of the imports and exports of the republic for 1896 compared with 1895 and the increase and decrease corresponding thereto. It will be seen from this table that there is a net decrease in the foreign trade amounting to $13,278,000.

The second table gives the figures of the "Comercio Especial," and shows a gain of $6,315,785 for 1896, the greatest increase recorded in the statistical annals of the republic.

	1895.	1896.	1896.	
			Increase.	Decrease.
Comercio Géneral:				
Imports	$83,856,789	$68,464,717	.....	$15,392,172
Exports	76,244,441	78,358,612	$2,114,171	.....
Total	160,101,230	146,823,229	2,114,171	15,392,172
Comercio Especial:				
Imports	69,206,552	74,082,805	4,876,253	.....
Exports	72,919,882	74,359,414	1,439,532	.....
Total	142,126,434	148,442,219	6,315,785	.....

The "Comercio de Transitu," or reexportation trade, shows a gain of $514,639 for 1896; the coastwise trade, on the other hand, shows a gross falling off of $36,219,204 as compared with 1895.

In the table below is shown the value of importations by countries, by which it will be seen that the imports from the United States increased $2,227,551:

Countries.	1895.	1896.	1896.	
			Increase.	Decrease.
Great Britain	$32,086,959	$30,249,002	.....	$1,837,957
Germany	17,299,039	20,080,943	$2,781,904	.....
United States	4,579,614	6,807,165	2,227,551	.....
Peru	4,456,388	4,397,230	.....	59,158
Argentina	5,141,351	4,105,244	.....	1,036,107
France	1,644,059	2,834,216	1,190,157	.....
Australia	680,479	1,522,293	841,814	.....
Uruguay	498,443	711,641	213,198	.....
Italy	539,790	692,534	152,744	.....
India	593,575	557,530	.....	36,045
Spain	361,438	469,753	108,316	.....
Belgium	208,283	330,925	122,542	.....
China	157,538	284,668	127,130	.....
Ecuador	172,685	197,388	24,703	.....
Brazil	301,006	186,622	.....	114,384
Paraguay	230,141	182,450	.....	47,691
Polynesia	3,108	168,024	164,916	.....
Colombia	99,307	130,092	30,785	.....
Costa Rica	80,064	97,213	17,149	.....
Sweden	.....	20,360	20,360	.....
Guatemala	3,854	10,391	6,537	.....
Holland	48	570	522	.....
Bolivia	18	250	232	.....
Portugal	250	130	.....	120
Switzerland	4,610	.....	.....	4,610
Whale Fishery	64,405	46,171	.....	18,234
Total	69,206,552	74,082,805	8,030,559	3,154,306

Increase in 1896, $4,816,253.

The per cent of imports from the leading countries figures as follows:

Great Britain	40.83
Germany	27.10
United States	9.18
Peru	5.93
Argentina	5.54
France	3.82
Australia	2.05

As shown above the total value of exports, exclusive of the in transitu trade, amounted to $74,359,414, divided under the following general heads:

Mining products	$61,322,833
Agricultural products	11,124,379
Manufactured articles	54,922
Miscellaneous	105,409
Specie	768,012
Total	73,385,645
Foreign duty-paid articles	412,827
Foreign specie	560,942
Total	74,359,424

As compared with the preceding year there is a gain of $1,439,532. An analysis of the items shows an increase of mining products to the amount of $1,146,342, in agricultural products $1,769,226, and in manufactured articles $1,964. The following items show a falling off in 1896 as compared with 1895: Miscellaneous, $105,188; specie, $703,478; foreign articles paying duty, $147,790; and foreign specie, $521,544. Nitrate exhibits a decrease of $1,596,843, coal $126,667, and gold $98,758.

The volume of Commercial Statistics under review contains, in addition to the general trade of 1896, a synopsis of the trade of the republic for the first half of the year 1897 as compared with the corresponding period of 1896. The total value of the trade of the first half of 1897 amounted to $59,003,284, compared with $77,099,201 in the first six months of 1896. The imports of 1897 figure for $32,032,677, a decrease of $5,997,883 as compared with 1896. The value of exports in 1897 was $26,970,607, a falling off of $12,098,034 as compared with the corresponding period of 1896.

COSTA RICA.

FINANCIAL AND COMMERCIAL DEVELOPMENT.

The Bureau has received from Señor MANUEL ARAGÓN, Director General of Statistics, several official documents containing interesting data relative to the commercial interests of Costa Rica. From these the following facts are obtained:

The population has been steadily increasing during the last fourteen years. The general census of 1882–83 gave the number of inhabitants as 182,528; that of 1895–96 as 285,003. The estimate of the population, made March 31, 1897, gives the population as 294,941. These figures show an increase in the last fourteen years of 112,413. During the fiscal year 1895–96 the circulation of national paper money was reduced to $2,764, and that of the war certificates to $98,669. This has been further reduced, so that on March 31, 1897, there was no national paper money in circulation, and the war certificates had decreased to $79,155.75. The internal debt on the same date amounted to $1,117,000.

The circulating medium of the country at the end of the fiscal year 1895–96 amounted to $20.08 per capita of the population. The monetary unit is now the "colon," a gold coin of 778 milligrammes, having a fineness of 900 millesimals, and is equivalent in United States gold to 46½ cents. Since the decree of October 24, 1896, which established the gold standard, silver coin has been used merely as subsidiary currency.

The production and exportation of coffee is the principal business of the republic. The reports from the Department of National Statistics show that in the first six months of 1897, the total exportation of this commodity amounted to $4,666,160, gold. For the same period, bananas were exported to the amount of $225,267.50; woods, $262,862.64, and other articles to the value of $47,676.19. Of these total exports Great Britain took $2,770,196, the United States $1,359,470, Germany $924,300, and other countries $148,000. The total imports for this period amounted to $2,252,970.

The importations as to countries were divided as below:

Countries.	Value in gold.	Per cent.
United States	$871, 646. 91	38. 69
Germany	357, 652. 02	15. 57
England	518, 833. 37	23. 02
France	167, 303. 77	7. 43
Italy	83, 070. 50	3. 68
Spain	55, 154. 48	2. 45
Belgium	4, 893. 50	. 22
South America	94, 571. 90	4. 20
St. Thomas	445. 00	. 02
Cuba	20, 543. 78	. 91
Nicaragua	10, 739. 90	. 48
Guatemala	288. 06	. 01
Salvador	21, 334. 50	. 95
Parcels post	44, 999. 30	2. 00
Personal luggage	1, 493. 40	. 07
Total	2, 252, 970. 39	100. 00

The distribution of the coffee exported was as follows:

	Sacks.
To London	133, 676
To Hamburg	24, 833
To New York	33, 887
To California	19, 946
To Bremen	12, 373
To Bordeaux	5, 827
To other countries	1, 362

GUATEMALA.

FINANCIAL MEASURES.

The Department of State has received from the Legation in Guatemala, copies of two decrees relating to the financial conditions existing in that republic. The first decree is, in effect, as follows: Dating from January 1 of the current year, all debts recognized by the Government shall be unified, and as security for the creditors internal-debt bonds shall be issued exchangeable for the present floating-debt bonds, three-million bonds, the Exposition bonds, the loan by the banks in May, the loan of September, and the documents guaranteed by the Central American Exposition.

The internal-debt bonds shall be issued in denominations of $100, $500, and $1,000, and shall bear interest at 12 per cent per annum. These bonds shall be canceled by trimonthly drawings,

mmencing March, 1899, in amounts regulated by the budget; e interest will be paid by the Bank of Guatemala at the end of ch month from January, 1898. The floating-debt bonds shall : exchanged for the internal-debt bonds with a discount of half : the interest accumulated to date. Fractions less than $100 ıall bear no interest and the Director-General of Accounts shall ıssue certificates of the same. The bonds of the internal debt ıtended for the redemption of the war loan of September shall ıe held by the Director-General of Accounts and on the presentaion of the canceled documents by the holders thereof, shall be elivered to them.

For the payment of this debt 15 per cent of the tax on each ottle of spirits sold in the national depositories from January 1 o September 30, 1898, and after that date 25 per cent of the tax nd 5 per cent of the import on foreign merchandise shall be set ıpart. The Bank of Guatemala is intrusted with the managenent of the internal debt.

The second decree provides for the gradual redemption in silver of all outstanding notes issued by the several banks of the republic, and states in substance that considering that the permission granted the banks to suspend payment in coin ceases on January 1, 1898, the President has decided as follows:

In the months of January and February, 1898, notes of the denominations of $1 and $5 shall be exchanged; in March, those of $1, $5, $10, and $50; in April, those of $1, $5, $10, $20, $25, and $100; on May 1, the general exchange of silver will be reestablished.

Deposits received by the banks after January 1 shall be paid in the class of money in which the deposits are made, whether notes or coin. The decree of May 21 is amended, it being understood that notes not included in the foregoing gradual change shall continue to be legal tender up to April 30, 1898.

MEXICO.

THE MINING LAW.

The following is a translation of the mining law now in force in the Republic of Mexico:

TITLE I.—*On mines and mining property.*

ARTICLE 1. Mining property shall be governed in the United Mexican States by the following provisions, for the execution of which the President, in use of the powers vested in him by the constitution, shall make such rules and regulations as may be deemed necessary.

ART. 2. The present law relates both to mineral substances which can not be worked, or taken advantage of, without a previous concession, and to those others of the same nature which can not be extracted without doing some work capable of endangering either the lives of the laborers, or the safety and stability of the mines themselves, or of the soil.

ART 3. The mineral substances which can not be worked, or taken advantage of, without a special concession in each individual case having been previously made—no matter how they are found, or what is the nature, form, and situation of their respective *criaderos* or deposits—are the following:

A. Gold; platinum: silver; quicksilver; iron, except the varieties called *de pantano* and *de acarreo* and the ochres used as paints; lead; copper; tin, except the variety known as *de acarreo;* zinc; antimony; nickel; cobalt; manganese; bismuth, and arsenic, either native or in ores.

B. Precious stones, rock salt, sulphur.

ART. 4. The owner of the soil shall have the power to work freely, without first obtaining any special concession, the following-named substances:

Mineral fuel, mineral oils and waters; rocks and stones to be used either in their original form or after being in some way manufactured, for building purposes or for purposes of architectural ornamentation; the components of the soil, as earth, sand, and clay of all kinds; mineral substances which under the provisions of article 3 of the present law have been exempted from concession and generally all other substances not mentioned in the same article.

The excavations, whether superficial or subterraneous, which may be required for the proper working or taking advantage of the substances to which the present article refers, shall be subject, however, to such rules and regulations as shall be enacted for the purposes of police and for the safety of the mines themselves.

ART. 5. The title of all mining property already legally acquired, or which may be acquired under the provisions of the present law, shall be perpetual and irrevocable, provided that the federal tax, presently to be established by law, on the property of this kind is duly paid.

ART. 6. The direct title or evidence of ownership of a mine which may hereafter be acquired shall be the patent issued by the Department of Promotion in pursuance of the provisions of this law.

ART. 7. The ownership of a mine, except in the case of placers and superficial deposits, affects only the subsoil and not the soil or surface. The latter continues under the control of its owner, except in such portions thereof as, in the cases and under the conditions of article 11 of the present law, are liable to be occupied by the miner.

ART. 8. The working of a mine and the enjoyment of the products thereof shall cease at its boundary lines. No miner shall be allowed to go beyond these limits, except in such cases as shall be mentioned by the rules, and provided that the ground is free and an application has been previously made for the extension of the concession.

The consent of the owner shall be absolutely required whenever private property is to be entered, except in cases of legal easements.

ART. 9. The water which by virtue of underground works at the mines shall be carried to the surface shall belong to the miner; but he shall have to abide in all cases by the general provisions of law as far as the rights of the owners of the soil through which it may be caused to flow are concerned.

ART. 10. All works required to put placers and mines in proper operation shall be deemed of public utility, and as such they shall entitle the miner to secure possession, by condemnation proceedings, of all the private ground which may be needed.

ART. 11. It shall be lawful for the parties in whose favor a mine has been granted to enter into arrangements with the owner or owners of the soil, or surface, for the occupation and use of such part of the same as may be needed either for the proper working of the placers or superficial deposits, or for the construction of buildings or other dependencies of the mines. But if no agreement can be reached, either as to the extent of the ground to be used or to the price to be paid for it, proceedings of condemnation shall then be instituted before the court of first instance of the locality. The course of these proceedings shall be, until otherwise provided by the rules now in course of study and preparation for the proper enforcement of Article 27 of the constitution, the following:

I. Each party shall appoint an appraiser, and both appraisers shall submit to the court within eight days, to be counted from the day in which they accepted the appointment, the result of their work. If their valuations disagree, the court shall refer the matter to an umpire, who shall give his opinion also within eight days subsequent to his appointment. Upon the opinion of the appraisers or the umpire, and the evidence submitted by each party before the opinion is given, the court shall fix both the area or extent to be occupied and the amount of the indemnification. This decision shall be rendered within eight days, and no remedy shall be given against it, except through impeachment.

II. If the owner of the land does not appoint an appraiser within eight days subsequent to the notice given him to that effect by the court, the court itself shall make the appointment, and the appraiser thus named shall represent the interests of the owner.

III. If the owner of the land to be condemned is not known, or if the title to the same is not clear, the indemnification shall be fixed upon the appraisements made by an expert appointed by the miner and another expert appointed

by the court, and the amount thus awarded shall be deposited to the order of whomsoever may result to be the lawful owner.

IV. The appraisers or experts shall take as a basis for their appraisement the value of the ground; the injury directly done to the property, and the easements which exist upon it.

ART. 12. Mining properties, as well as all other properties bordering upon them, shall respectively either enjoy or suffer the easements of way, aqueduct, drainage, and ventilation, and the said easements shall be subject, as far as the declaration of their existence and the indemnification to be paid for them is concerned, to the laws of the State, or of the Federal District, or Territories in which the property is situated, if not inconsistent with the following rules:

I. The legal easement of drainage consists not only in the duty on the part of the owner of a piece of land, as provided by Article 21 of the present law, to indemnify the owner of another piece of land for the damages he may sustain out of the action of the former in keeping the underground works undrained, or insufficiently drained, thus causing the water to go from one place to another, but also in the duty of all owners of mining properties to allow *socavones*, or countermines or galleries, to be made for the exclusive purpose of securing the drainage of one or more mines.

II. Galleries for draining purposes, unless made under the agreements authorized by Article 23 of the present law, shall be made or undertaken only by the owner or owners of properties for the preservation of which the said galleries are of absolute necessity.

III. In the case provided for by the preceding clause it shall be the duty of the owners of all the properties benefited by the *socavon*, or gallery, to pay the proper indemnification, the amount thereof to be fixed in proportion to the benefit received and to the nature and state or condition of the mine.

IV. The perforation of the *socavones*, or galleries, shall not be undertaken until after a permit to that effect has been given by the Secretary of Promotion, and the Secretary of Promotion shall not issue it except upon a report of the mining agent of the district, and upon the proper examination and approval of the plans of the work, showing especially the course and inclination of the gallery.

V. The metal available which may be found in making the *socavon*, or gallery, shall be, if found in a mining property already legally granted, the exclusive property of the grantee; but if found in free ground it shall be divided among the owners of the mines which have been benefited by the work, this division to be made in such a relative proportion as established in Clause III of this Article.

VI. If, upon excavating a draining gallery, or *socavon*, through free ground one or more veins are found, and application is made in due form to obtain the concession thereof, then and in that case the provisions of article 14 and the following up to 17 of the present law shall be complied with, and the makers of the excavation or gallery shall be deemed for the purposes and effects of the last part of article 13 to be explorers.

VII. As soon as the permit referred to in Clause IV of this article is issued by the Secretary of Promotion, no other person than those who according to its text are benefited by the work shall be considered as makers of the excavation, unless otherwise provided by special agreement.

VIII. The owners of the mining properties through which the gallery, or *socavon*, is to be excavated shall be entitled, as long as the work is in process of construction, to watch by means of inspectors, or *interventores* appointed by them, that the excavations are properly made, and to report to the mining tribunal of the district, or to the court, as the case may be, any violation of the same if committed.

IX. In all the places in which a gallery, or *socavon*, which has been excavated for draining purposes meets another gallery intended for regular mining work, the communication between the two shall be obstructed and prevented by means of railings.

X. No gallery, or *socavon*, intended for draining purposes shall ever be used for other purposes, except upon unanimous consent of the interested parties, witnessed by public deed, which, under penalty of nullity, shall contain a statement of all the agreements made relating to the transit or passage from one mining property to another, as referred to in Clause IX of this Article.

XI. All new mines worked in places where a general gallery or *socavon* has been excavated for draining purposes to the benefit of all, shall be subject in this respect to the provisions of clauses III, VII, VIII, IX, and X of the present article.

XII. The legal easement of ventilation consists in the duty incumbent upon all owners of mining property to allow their neighbors to have such communication with the open air as is necessary, and can not be obtained otherwise, except at great cost.

XIII. The communication between adjoining properties for all other purposes different from ventilation shall be prevented by means of railings, except when otherwise provided by special agreement, witnessed by public deed.

XIV. If actual ventilation is secured by some other work different from the one referred to in Clause XII of this Article, the service thereby rendered shall not give the miner who made it any right to claim indemnification from the owners of the other properties ventilated, nor shall said owners be entitled in their turn to claim that an easement against the mining property from which the ventilation proceeds has been created.

XV. If while making an excavation in order to secure the accomplishment of Clause XII of this Article some available metal is found, the disposition thereof shall be made as directed in Clauses V, VI, and VII of the same.

XVI. Clause IV of this Article shall also be complied with as far as applicable to the case.

XVII. The whole expense, both of constructing the ventilating gallery and of keeping it in good repair, shall be to the exclusive charge of the applicant who claims to have easement.

XVIII. For the creation, in the future, of an easement, whether in favor of a mining property or against it, the acquiescence of the owner of the property which has to suffer it shall be absolutely required, said acquiescence to be witnessed by public deed, and if not by a formal declaration in writing signed by the owner and ratified by him before the judicial authority of the locality or the Secretary of Promotion, or by an executive decree declaring said easement to be in existence and assented to by the interested parties, or by judicial sentence.

XIX. If the owner of the mining property in whose favor the easement is to be created can not reach an agreement with the other parties, and secure thereby the acquiescence referred to in the foregoing clause, he shall have the right to apply to the Secretary of Promotion and ask him for the decree to which reference has also been made. The Secretary of Promotion shall decide within the time and upon the fulfillment of all the requisites and formalities provided for by the rules which may be in force on the subject what he may deem proper; but his decision shall not be rendered without first hearing the opponent. If either the applicant or the opponent refuses to assent to the decree then issued, the rights of both parties to apply for a remedy to the respective local courts within the period allowed by the rules shall be always reserved. The judicial decision shall be communicated by the court which rendered it to the Secretary of Promotion.

XX. No executive decree rendered in favor of the applicant and against the opponent shall be executed immediately unless the applicant gives bond, to the Satisfaction of the Secretary of Promotion, to indemnify for damages should the opponent secure, through judicial action, the setting aside of the decree.

XXI. The provisions of the three immediately preceding clauses shall be applicable to all the emergencies in which judicial action may be invoked to antagonize executive orders.

TITLE II.—*On explorations and mining properties and concessions.*

ART. 13. Every inhabitant of the Republic is free to make, in lands belonging to the nation, all such explorations as may be conducive to the discovery of mines. But if instead of soundings he makes excavations, the latter shall not exceed 10 meters in extent, whether in length or in depth. No permission shall be required to make explorations, but previous notice thereof shall be given the respective authority, in the manner provided by the rules.

No explorations can be made in land belonging to private individuals without first obtaining permission from the owner, or his lawful representative. Should this permission be refused, application can be made for it to the proper executive authority of the locality, but it shall not be given except upon compliance with the formalities of the rules, and the filing of such a bond as may be deemed sufficient to indemnify for the damages which the exploration may cause. Said bond shall be fixed to the satisfaction of the said authority, after having heard the owner of the land or his lawful representative.

No explorations shall be permitted within private buildings or dependencies thereof without the permission of their owners. Nor shall any be allowed under any circumstances within the incorporated limits of a town or city, or in the interior or the neighborhood of public buildings and fortifications. The rules shall fix, in all these cases, the distances at which the works of exploration may be allowed.

Within the three months immediately following the date of the notice, or of the owner's permission, or of the executive degree granting it, none but the explorer shall be entitled to the concession of mining properties at the place explored.

ART. 14. The unit of concession or mining property shall be in the future in

the shape of a prismatic body, of indefinite depth or height, having for its external base, on the surface of the ground, a horizontal square figure of 100 meters on each side, bounded laterally by the four corresponding vertical planes.

In all matters of contract affecting the ownership of a mine the unit of property, such as above established, shall be deemed indivisible.

ART. 15. Except in the case provided for in the latter part of article 13, concessions shall always be made in favor of the first applicant, and shall embrace, if ground in sufficient quantity is found free, as many units or mining properties as the said applicant may have asked for. In all cases the applicant must specify with perfect clearness, and in conformity with the provisions of the rules on the subject, the actual location to be given to the mining properties of his concession.

If it should happen that between the new concessions and others already made some space of lesser extent than one unit has been left vacant, that space shall be also granted to the first applicant.

TITLE III.—*On the manner of acquiring mining property.*

ART. 16. The Department of Promotion shall appoint in the States, Territories, and Federal District a number of special agents, who shall be subject to its control and authority, before whom the applications for mining concessions must be filed. These agents shall be authorized to charge such fees as may be fixed in a schedule prepared for that purpose by the department.

ART. 17. Upon the receipt of the application the agents shall enter on their respective registry the day and hour in which it was filed. Immediately afterwards they shall cause the application to be published and the mining properties referred to in it to be surveyed by an engineer or expert appointed by them; and if no contention arises, a copy of the whole record, together with the plan or map of the mining property, shall be forwarded by them to the Secretary of Promotion, who shall approve the proceedings and issue the proper patent. The rules shall fix the periods of time in which all these things must be done and the course of proceedings to be followed as long as the case is conducted before the agents.

ART. 18. As soon as the record is approved and the patent, or title, is issued the grantee shall enter in full actual possession of the mining property granted to him without further formalities.

ART. 19. The agents of the Department of Promotion shall have no authority to suspend any case presented to them, except when opposition is made to the concession, and they shall be bound, at the expiration of the time marked by the rules, to forward to the Secretary of Promotion a complete copy of the record, in whatever stage or condition it may be found. Upon examination of this copy the Secretary of Promotion shall either dismiss the application for want of action on the part of the applicant, if such is the case, or hold the agent to be responsible, if the delay has been depending upon him. Such applicants as have proved under the above provision to be negligent shall not be allowed to ask a second time for the same concession.

ART. 20. When the owner of the soil opposes either the concession of the

mining property or the making of the survey, the opposition resting on the ground that no deposit of metal is found in the place, the agent of the Department of Promotion shall see whether any indication of the existence of such deposit can be discovered on the surface of the ground, or in any gallery, or pit of exploration which may have been excavated therein, and if discovered, he shall at once dismiss the opposition.

If no indication at all can be discovered, a course of proceedings analogous to the one provided for in article 11 of this law shall be pursued by the parties, and the respective court shall decide whether the concession is to be refused or granted. And appeal shall be allowed against that decision, and the result thereof shall be communicated to the Secretary of Promotion.

ART. 21. The agents of the Department of Promotion will suspend proceedings in case an objection is filed, and forward the record to the local judge of the first instance for the proper judicial inquiry. The judicial authority must notify the Department of Promotion of its decision.

TITLE IV.—*General provisions.*

ART. 22. The working of the mines, whether of the class which under the provisions of the present law require government concessions, or of the class which belong to the owner of the soil, shall always be made in accordance with the rules of police and other rules enacted for the preservation and safety of the mining properties. In all other respects the owners of said properties shall enjoy complete liberty of industrial action and shall be allowed to work their mines in the manner which may be more suitable to them, or to hasten, delay, or suspend the labors, employ the number of laborers which they may deem best, or concentrate their efforts in one place with preference to other. They shall also be free to adopt such methods for the extraction of the ores and the drainage and ventilation of the mines as they may deem most suitable to their own interests and purposes. But the owners shall be in all cases responsible for such accidents occurring in their mines as may result from imperfect work, and shall be bound to indemnify such damages as may be caused to other properties for lack of proper draining or for other reasons.

ART. 23. When socavons, or draining galleries, are to be undertaken in some locality in order to give impulse to the mining industry, the construction of the same shall be a matter of contract among the interested parties.

ART. 24. All mining companies shall be organized under the provisions of the code of commerce, which shall be their law in every respect.

ART. 25. The contract thus far known by the name of *avio* (loan of money to work a mine) shall in the future have the character either of a partnership, in which case the provisions of the preceding article shall be complied with, or of a mortgage. Mortgages in mining matters can be given and constituted freely, with no other formalities than those set forth in the civil code of the Federal District, but the indivisibility of the unit of mining property, fixed by article 14 of the present law, shall be always taken into account. As to the recording of these mortgages, the provisions of the code of commerce shall also be complied with, and for that purpose a special book or registry shall be open for the mining

transactions. The mortgagee shall always have the right to pay the tax to which article 5 of the present law refers, and by so doing he will acquire preference against the owner of the mine, and even against his own mortgage for the reimbursement of the said tax.

ART. 26. The amount represented by the mortgage can be divided in bonds, payable either to bearer or to order. This can be done either by the same original deed of mortgage or by a subsequent document. In all cases proper provisions shall be made in order to give the bondholders a common representative; and these provisions, as well as a statement of the whole amount of the debt due, the terms of payment, and the guarantees or securities, shall be printed in the bonds.

No action shall ever be taken by a bondholder against the debtor, or the mortgaged property, except through the common representative of all of them. The acts of said representative, in so far as the rights of the creditors are concerned, shall be binding on all.

ART. 27. All questions of law which may occur in mining matters shall be determined in the Federal District and Territories, and in each State, by the courts which are of competent jurisdiction, according to the code of commerce; and in the determination of said cases said courts shall be guided by the provisions of chapter 9, title 1, chapter 4 of said code, taking the ground that the first expense referred to in clause 2, article 1030 of the same is the payment of the tax.

ART. 28. The new tax to be levied on mining property, except in such cases as under the concession the said property is exempted from taxation, shall be federal in its character and therefore it shall be regulated by federal law. The provisions of the law of June 6, 1887, shall be enforced in regard to all other dues and charges to which mining property is now subject.

ART. 29. The failure to pay the federal tax above referred to subsequent to the promulgation of the present law, shall be subject, however, to the provisions and rules of proceedings of the new law which creates said tax, the only cause of forfeiture of the mining concessions, and shall therefore render the mines and mining property subject to be granted anew by the government, under the provisions of this law, to the first applicant.

ART. 30. The cognizance of everything connected with the mining business shall belong to the Department of Promotion, Colonization, and Industry, whose head shall have authority to take all the steps deemed to be advisable to promote the mining industry and secure the enforcement of this law. The same department shall appoint as many mining engineer inspectors of mines as may be necessary, who shall visit the mines and mining establishments, make studies and surveys and do whatever professional service may be required from them.

ART. 31. The Executive Department of the Government shall fix, subject to article 21 of the federal constitution, the penalties to be incurred by the violation of the present law or of the rules made for its execution.

The cognizance of all official offenses committed in this respect by agents of the Department of Promotion shall belong to the district courts of the respective localities.

The cognizance of all common offenses committed in the mines shall belong to the ordinary courts of the respective localities; but the federal executive authorities shall retain in all cases the right to impose such fines and other penalties as may be established by law.

ART. 32. Everything relative to the smelting and reducing works and to other similar establishments shall be governed by the provisions made on the subject by the general legislation, and as far as taxation is concerned, by the law of June 6, 1887.

ART. 33. Such portions of the galleries or *socavons*, made purely for ventilation purposes or for the drainage of the mines or for facilitating the extraction of such ores as may have been excavated beyond the limits of the mine, shall be exempted from the federal tax.

TITLE V.—*Transitory provisions.*

ARTICLE 1. The cases of denouncement of mines and other cases, which may not be terminated at the time in which the present law shall go into effect, shall be continued and decided according to its provisions.

ART. 2. All vacant spaces left between mines bordering upon each other, or between mines near to each other, not denounced at the time in which the present law goes into operation, shall be granted to the first applicant.

ART. 3. All contracts made and entered into by the Department of Promotion, colonization, and industry, which may be in existence at the time when the present law goes into operation, and whose stipulations are being actually carried on, shall remain in force until the end of the concession, if so desired by the grantees, but it will be optional for the latter, within one year subsequent to the date in which the present law goes into operation, to subject themselves to the new legislation, by making a declaration to that effect before the Secretary of Promotion, and from that moment they shall be exempted from all the obligations of the said contracts, and all the sums of money they may have deposited shall be returned to them. No other law than the present one, or the rules and regulations relating thereto, shall be applicable to them or their property, and their rights of ownership shall be acquired and preserved forever upon the payment of the federal tax above mentioned.

ART. 4. Mining property which under the provisions of the present law can not be classified or considered as such, but is found to be in existence under former legislation, and is actually worked, shall retain its mining character, as well as its own dimensions, even if different from the ones now established. But for the purposes of taxation, they shall be subject to the unit provided for by article 16 of this law.

The owners of these mines shall have the right, however, to ask for the resurvey of their property, and for a new patent or title.

ART. 5. Contracts of *avio*, and all others relative to mining business which may be in existence at the time the present law goes into effect, shall be governed by their own stipulations and by the provisions of the mining law in force at the time in which they were made an[1] entered into. But it shall be indispensable for the said contracts, in order to s ure validity for any future act depending upon them, to be registered, as prov led by articles 24 and 25 of

ct, unless upon consent of the lawful owner.

Final provision.

rticle. The present law shall go into effect in the whole territory of the c on the 1st day of July, 1892, and on and after that date the mining November 22, 1884, and all subsequent circulars and provisions on the shall be repealed.

le 10 of the law of June 6, 1887, is also repealed.

June 6, 1892, establishing the federal mining tax referred to in the mining law.

CLE 1. In pursuance of the provisions of the new mining law, a federal l be levied on all mining property, to be collected as follows: A portion to be paid only once, in official stamps to be affixed to all patents or f ownership of the mining property, and another portion to be paid y in a certain amount of money for each piece of mining property. For poses of this law each one of the said pieces of property shall be under- o be the unit of concession established by Article 14 of the new mining d all mines existing in the republic, whether of ancient or modern con- whatever their size or extent may be, shall be measured and assessed ng to this standard. Such fractions of mining property as under the ay appear, if consisting of half a unit or more, shall pay the full rate tion, but if they are lesser in extent than half an unit they shall pay

2. All persons who are at present, under whatever title, the owners or ›rs of a mine or mines shall be bound to file their title papers at any time ı this date and the 31st of October of the present year—a period of time shall not be extended—before such officer of the treasury department be appointed for that purpose, in order that the said officer may affix to l papers the stamps named in the foregoing article and enter on his books ıber of units constituting each mine, so as to determine the amount to be y collected.

The cancellation of the stamps shall be made by the officer of the treasury who may be in charge of this matter, if they are affixed to patents or title papers issued on or before the 30th of June of the present year, but the stamps affixed to patents or title papers issued in pursuance of the new mining law shall be cancelled by the Department of Promotion.

ART. 4. On and after the 1st of July of the present year every owner or possessor of a mine will be required to pay $10 a year for each one of the mines which constitute his concession. The tax shall be the same for all mines, independently of the metal or substance of which they consist, if acquired previous to the date when the new mining law goes into effect by means of a denouncement or by special concession, or if subsequently to the said date by means of a concession or title under the new law.

Such mines as have been granted by means of contracts between the executive power, under authority of the legislative power, or with its approval, and were under the express terms of the said contracts exempted from taxation, shall be relieved from the obligation of paying the federal tax herein established, both in the form of stamps attached to the title papers and of annual payments; but this exemption shall last no longer than the time of the contract, and said time shall not be extended.

ART. 5. The federal tax herein provided for shall be paid in three equal parts, and in advance, every fiscal year. The payment shall be made without any previous notice or information to the taxpayers at such offices as may be hereafter designated.

ART. 6. The failure on the part of the owners or possessors of mines to file within the time specified in article 2 of this law the patents or title papers of their property shall be punished with a fine equal in amount to the value of the stamps to be attached to the said patent or papers. This fine shall be collected even if the filing of the titles takes place within two months subsequent to the expiration of the time; but if it takes place at any other subsequent period, then the penalty shall be twice as much for each new period of two months. All concealments in regard to the number of mining properties shall be punished by a fine equal to double the value of the stamps which should have been affixed to the title papers of the property not declared, or concealed, and also to double the annual tax due by the same during the whole time of the concealment. This penalty shall be understood to be independent of all other responsibilities, whether civil or criminal, incurred by the delinquent owner or possessor.

If the annual tax herein provided for is not paid by thirds, as directed, or is not paid during the first month of each period, a penalty shall be added theteto equivalent to 50 per cent on the whole amount if it is paid during the second month; but if it is paid during the third month, then the penalty shall be equal to the whole amount of the tax. If the tax and penalties thereon remain unpaid after the expiration of the third month, then and there the ownership of the mine shall be irretrievably forfeited, and the fact of the forfeiture shall be published officially by the department of the treasury, through the *Diario Oficial*, so as to enable any applicant to ask for the concession of the mine.

ART. 7. Whenever the owner of a mine shall dispose of it and convey his

ıny other person, proper notice thereof shall be given by him to the ·fficers, so as to enable them to enter the transfer on the registry. The sale shall have as many stamps attached to it as provided by the law on :ct, or *Ley del Timbre.*

8. If the person or company in whose possession the mining property to be found, should wish to discontinue the working of the same, due ıereof must be given in writing to the proper revenue office, so as to ɛ liquidation of the tax due up to that date to be made, and to enable registry officers to make such entries in their books as may be proper.

PRICE OF PUBLIC LANDS, FISCAL YEAR 1898–99.

ɔmpliance with the provisions of the law on the subject, the ın Government has announced the prices at which the lands in the various States, the Federal District, and the al Territories may be bought during the fiscal year 1898–99.

	Price per hectare.
Aguascalientes	$2.00
Campeche	1.75
Chiapas	2.50
Chihuahua	1.00
Coahuila	1.00
Colima	1.00
Durango	1.00
Guanajuato	2.00
Guerrero	1.10
Hidalgo	2.25
alisco	2.00
Mexico	2.50
Michoacan	2.75
Morelos	4.00
Nuevo Leon	1.00
Oaxaca	1.10
Puebla	3.00
Querétaro	2.00
San Luis Potosi	2.25
Sinaloa	1.00
Sonora	1.00
Tabasco	3.00
Tamaulipas	1.00
Tlaxacala	2.00
Veracruz	2.50
Yucatan	2.00
Zacatecas	2.00
deral District	5.60
rritory of Tepic	2.25
rritory of Lower California	.50

—The Mexican fiscal year 1898–99 begins July 1, 1898, and ends June 30, 1899.
ctare is equivalent to 2.4711 acres.

NICARAGUA.

NEW RUBBER LAW.

Below is a translation of the decree regulating the exportation of rubber from the State of Zelaya:

The President of the State, by virtue of his legal faculties, decrees:

1. From the date of the promulgation of this decree, the exportation of rubber grown by private individuals on their own plantations is permitted, whether the trees are planted on regular farms or not, in accordance with the laws of 17th of March, 1883, and of the 23d of the same month, 1887.

2. The export duty on the aforesaid article is reduced to 10 cents per pound (4 cents United States currency.)

3. The prohibition to extract rubber from trees on national lands for a period of ten years remains in full force and effect; and all violators of the law shall be prosecuted and punished as smugglers.

4. All other laws in contravention of the present are hereby repealed.

Given at Managua on the 2d of December, 1897.

J. S. ZELAYA.

ENRIQUE C. LOPEZ,
Minister of Finance.

Mr. M. J. CLANCY, United States consular agent at Bluefields, furnishes the Bureau with the following translation of an Executive decree dated December 7, 1897. Mr. CLANCY observes that this decree is applicable only to the port of Bluefields; that no export charge is made for shipments of rubber from Greytown:

To the Governor and Intendant:

The President of the State decrees:

That the decree of September the 22nd, 1896, allowing the exportation of india rubber extracted from the national forests previously paying ten cents per pound, shall apply in the Department of Zelaya exclusively.

THE MINISTER OF FINANCE, LOPEZ.

MANAGUA, *7th of December, 1897.*

DECREE AFFECTING COFFEE PLANTATIONS.

Under date of November 29, 1897, Mr. WEISIKE, United States Consul at Managua, advises the Department of State that the Nicaraguan Government has promulgated a decree giving preferential rights to persons advancing money to enable coffee planters

move their crops. Following are the main points of the cree:

The planter can not dispose of his product upon which money s been advanced without having first reimbursed the lender, or thout his express consent to do so. All contracts for money vanced to move the crops must be matters of record and pub-hed in the Diario Oficial. The rate of interest on these moneys all not exceed 2 per cent per month.

AMMUNITION MONOPOLY.

Consul WEISIKE transmits to the Department of State the fol-)wing decree of the Nicaraguan Government, dated December , 1897, establishing a monopoly of the sale of lead, caps, and artridges:

The President of the State, for reasons of public order and in :onsideration of the fact that it is necessary to increase the reve-nues, in order to attend duly to the increased expenditures which the public service demands, issues, by the powers vested in him, the following decree:

SECTION 1. Lead in bulk and bars, or manufactured, and also caps and cartridges for hunting guns and revolvers, shall be monopolized. In consequence, the said articles can be sold only at such places as are authorized by the Government to sell them.

SEC. 2. Merchants who have in stock lead, caps, and cartridges must make an inventory, stating the character of the article, its weight, and quantity. This inventory must be presented to the respective prefect within eight days after the publication of the present decree, and this official shall arrange that the articles be turned over immediately, and in his presence, to the collector of internal revenues of the province.

SEC. 3. The prefect shall execute a document of the delivery made in accordance with the previous paragraph. This document, which shall be signed also by the merchant and the collector of internal revenues, shall serve him (the merchant) as a voucher of his deposit in the account which will be opened to that effect; authenticated copies of it shall be sent to the Ministry of Finance, to the auditors' office, and to the comptroller's office.

SEC. 4. In the future, the collector of internal revenues will be provided with the said articles of merchandise by means of supplies which the warehouse keeper of the Government will make in the form and under the requisites customary for the provision of powder.

SEC 5. No private party can retain more than 2 pounds of powder, 5 pounds of lead, 500 caps, and 200 cartridges, even if he should keep these objects in different places; but the proprietors of two or more plantations or enterprises may keep in each of them the quantities of each of the said articles fixed in this paragraph.

SEC. 6. Those who infringe upon the above paragraph and the merchants who do not comply with the orders given in section 2 of this law shall be prosecuted and punished as smugglers.

SEC. 7. The miners or other industrials who have to retain for their work more powder than is permitted by paragraph 6 must obtain special authorization from the Ministry of Finance, and this will be given or denied according to the merits of the information upon the case.

SEC. 8. The Government will pay the merchants for the lead and caps which they surrender at the price of the invoice and expenses, with 5 per cent added, and, the Minister of Finance, acting in concert with two respectable merchants, will make a corresponding liquidation in order to fix the price, which will be published in the Diario Oficial.

Given in Managua, December 4, 1897.

J. S. ZELÁYA.

ENRIQUE LOPEZ,
Minister of Finance.

THE BLUEFIELDS STEAMSHIP COMPANY.

The Bureau is advised that the Weinberger Steamship Company, the Caribbean Fruit Company of New Orleans, and the Orr and Laubenheimer Steamship Company of Mobile, have entered into an arrangement by which a new company, known as the Bluefields Steamship Company, has been incorporated under the laws of Louisiana, with a capital of $150,000. The main office will be in New Orleans under the direction of JACOB WEINBERGER as general manager, with H. W. BROWN as manager at Bluefields, Nicaragua.

The new company will operate four vessels, the names of which are as follows: *Hiram*, *Suldal*, *Sunniva*, and *Alabama*—all Norwegian bottoms. The rate of fare between New Orleans and Bluefields or Rama will be $30 cabin and $20 steerage, except on the *Alabama*, which will charge $40 cabin and $25 for steerage passage. The reason given for the increased fare by the *Alabama* is that the vessel is new and more commodious than the others and possesses all modern comforts and conveniences for passenger traffic; she will cover the distance (1,210 miles) between New Orleans and Bluefields in four days, while the other three steamers require from five and a half to six days. The direct service between Nicaraguan ports and Mobile will, under the new arrangement, be discontinued.

This company, like its predecessors, will continue the purchase and shipment of bananas along the Escondido River and its tributaries.

BANANA CROP OF BLUEFIELDS.

The following data relative to the movement of the banana crop of Bluefields in November, 1897, is obtained from an official report to the Department of State.

The number of bananas exported in November, 1897, and November, 1896, was:

Year.	Bunches.	Price.	
	Number.	*Peso.Ctvo.**	*Cents.*
1897	32,000	0.50	20:6
	45,000	.40	16.5
	8,500	.20	8.4
	11,500	.10	4.1
	97,000		
1896	11,000	.35	16.05
	29,000	.30	13.75
	4,000	.15	6.88
	44,000		

*Nicaraguan currency.

The amount paid to planters in November, 1897, was 36,850 pesos ($15,227.27), and the amount paid for freight, etc., was 30,487.59 pesos ($12,598.17). In the same month of the previous year 13,150 pesos ($6,032.12) was paid to the planters, and 14,936.60 pesos ($6,851.65) in freight. Total for the month of November, 1897, 67,337.59 pesos ($27,825.44), against 28,086.60 pesos ($12,883.77) for November, 1896.

In November, 1897, there were five shipments to New Orleans, consisting of 45,000 wholes, 8,500 halves, and 11,500 quarters; and two shipments to Mobile of 32,000 wholes. In November, 1896, there were two shipments to New Orleans (17,000 wholes and 4,000 halves) and two to Mobile (23,000). In November, 1896, there were only two lines of steamers; now there are three, and one company has two steamers. The increase of price, says the consular agent, is caused by rivalry among exporters.

PARAGUAY.

PARAGUAY AT THE BRUSSELS EXPOSITION.

The Bureau has received from the Hon. JOHN STEWART, Consul-General of Paraguay in the United States, the following mention, prepared by Señor Don José DECOUD, Minister of Foreign Relations, of the part taken by that Republic at the international exposition held in Brussels in 1895:

"The part taken by Paraguay in the great international exhibition lately held in Brussels, despite the fact that she had to make hurried preparations owing to the limited time at her disposal, has demonstrated in a convincing manner the great advances made by that country in the last few years.

Paraguay, whose past contributed so largely to her disparagement in foreign eyes, is no longer the mysterious region of sinister dictatorships, but rather a virile and enterprising community, responsive to modern impulses, where the honest immigrant and rich capitalist will find a wide field for their energies, protected by the most advantageous laws and one of the most liberal governments of South America.

After the war with the triple alliance, composed of the Argentine Republic, Brazil, and Uruguay, which consumed nearly all of her energies, Paraguay has raised herself by her own unaided efforts, and in twenty-five years of constant labor, under the beneficent ægis of an almost uninterrupted peace, has succeeded in attaining an honorable and enviable place among her sisters of the South. The proof of this is seen in the success she obtained at the late Brussels Exposition.

The national arts and industries, agriculture and bibliography, were worthily represented, as evidenced by the premiums received, far superior to those heretofore awarded on like occasions and with a much greater number of exhibitors, and had the difficulties due to the recess of the legislative chambers not intervened to prevent the country from making adequate preparations for the event, it would have figured with even greater brilliancy among the other nations.

The impression produced by the Paraguayan section was not, however, incommensurate with its merits, to judge by the following excerpts from the report of Mr. OOSTENDORP to the Government of the Republic:

'The Paraguayan section was one of the first visited, and I had the honor to attend His Majesty, having at my side Señor Hemeleers Tiévi, consul of the Republic in Brussels. The view of the national palace at Ascunción presented by the great decorative picture, of which I have informed your Excellency, impressed His Majesty, and he requested details regarding it. Turning then to the Minister of Industry and Labor, he made the very amiable observation that one might go to Paraguay to seek inspiration for the erection of great edifices. The wood furniture of the country also claimed the attention of the King, and he asked if the articles were made in Europe, to which I was able with great pleasure to reply that they were made in Paraguay. It can be said that to many visitors the section is a veritable object lesson of the advanced state of culture in Paraguay, as evidenced by the products sent and the numerous and interesting collection of photographic views of the capital and the countryside.'

The following were the premiums awarded to Paraguayan exhibitors:

Four diplomas, grand prize.
Two diplomas of honor.
Eighth diplomas, gold medal.
Sixteen diplomas, silver medal.
Fifteen diplomas, bronze medal.
Five diplomas, honorable mention.

A total of fifty premiums for forty exhibitors. It is worthy of note that at the Universal Exposition at Paris in 1889 Paraguay obtained fifty-four distinctions with only two grand prizes, while the number of exhibitors was much greater.

The majority of the prizes enumerated went to the national industries and agriculture; the prodigious vegetable wealth of the land attracted great attention, as did also the remarkable properties of the *yerba-mate* (Paraguayan tea), the use of which has become so general in the southern part of South America and which is commencing to spread in the northern regions."

SANTO DOMINGO.

COMMERCIAL NOTES.

The Bureau is indebted to Mr. E. D. York, secretary of the "San Domingo Improvement Company," for copies of three executive decrees relating to exportation of cattle, foreign commerce with Haiti, and petroleum concessions at La Romaña.

By the first decree, the exportation of cattle, both horned and equine is permitted, with the limitation to male animals, exportation of females being formally prohibited. The export duty shall be $2, gold, for each animal. The ports of Barahona and Romaña are open to this class of business, but vessels coming from abroad to load cattle in said ports are required to make application at the port of the Capital for the requisite authority, from whence they will be dispatched by the Administrator of Hacienda when going to Barahona, and by the Comisario of the Government when going to Romaña.

The second decree exacts that all foreign merchandise introduced into the Republic by the frontier shall have imposed upon it the same duties as are applied to commerce coming from foreign countries, and shall be subject to the same formalities required by the custom-house. The native manufactured Haitian products shall, however, not be subject to any impost when brought into the country.

The third decree authorizes the installation at La Romaña of a refinery of petroleum, which is required to manufacture petroleum of the standard grade of 150°. The decree further exacts that all petroleum introduced into the country from abroad shall be submitted to a test, and any that may be below the required standard (150°) shall be confiscated. The duty assessed upon this commodity shall be 40 cents, gold, per gallon.

The following table shows the imports of domestic merchandise from the United States during the twelve months ending June 30, 1896, and for the corresponding period of 1897:

Imports.

Articles.	Values.	
	1896.	1897.
Agricultural implements	$2, 981	$1, 428
Books, maps, printed matter	1, 477	1, 336
Breadstuffs:		
Corn	1, 131	389
Wheat flour	135, 890	163, 078
Carriages, cars	10, 764	20, 588
Coal and coke	15, 160	26, 211
Cotton, manufactures of	114, 749	92, 831
Other manufactures of	10, 199	31, 012
Cycles	266	4, 908
Fruits and nuts	2, 234	2, 388
Hops	249	287
Iron, steel, and manufactures of	12, 967	11, 283
Sewing machines	1, 380	1, 798
Other machinery	115, 427	106, 252
Leatner, manufactures of	721	1, 177
Naval stores:		
Rosin, tar, turpentine, and pitch	4, 990	5, 036
Turpentine, spirits	221	312
Oils:		
Mineral	45, 807	52, 486
Vegetable	15, 389	15, 616
Provisions:		
Beef, canned	56	72
Beef, salted, etc	1, 961	2, 612
Tallow	32, 590	21, 037
Bacon	1, 905	2, 706
Hams	6, 460	7, 316
Pork	9, 192	4, 357
Lard	37, 247	23, 077
Butter	5, 464	7, 331
Cheese	4, 798	4, 711
Seeds	613	538
Sugar and molasses	2, 885	2, 332
Lumber	69, 099	65, 512
Shingles, etc	2, 958	9, 544
Manufactures of wood	15, 166	20, 692

UNITED STATES.

TRADE WITH LATIN AMERICA.

MONTHLY STATEMENT OF IMPORTS AND EXPORTS.

Following is the latest monthly statement from figures compiled by the Bureau of Statistics, United States Treasury Department, WORTHINGTON C. FORD, Chief, showing the trade between the United States and the Latin-American countries in leading articles, with a comparative statement for the corresponding month of the previous year. The report is for the month of November, cor-

rected to January 7, 1898. It should be explained that the figures from the various custom-houses showing imports and exports for any one month are not received at the Treasury Department until about the 20th of the following month, and some time is necessarily consumed in compilation and printing, so that the returns for November, for example, are not published until some time in January:

Imports and Exports, November, 1897.

IMPORTS OF MERCHANDISE BY THE UNITED STATES.

Articles and countries.	November.			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Chemicals:				
Logwood (*Palo campeche; Páu campeche; Campêche*)(tons)—				
Mexico	23	$700	48	$887
Coal, bituminous(*Carbón bituminoso; Carvão betuminoso; Charbon bitumineux*) (tons):				
Mexico	7,960	17,124	7,411	13,347
Cocoa (*Cacao; Coco ou Cacão crú; Cacao*) (pounds):				
Brazil	430,075	30,064	162,329	20,754
Other South America	540,423	53,040	232,201	27,809
Coffee (*Café; Café; Café*) (pounds):				
Central America	320,359	47,478	150,276	20,787
Mexico	305,127	45,757	1,162,461	159,409
Brazil	59,938,656	5,717,547	62,812,194	4,406,311
Other South America	5,970,312	869,755	6,587,198	653,894
Cotton, unmanufactured (*Algodón en rama; Algodão em rama; Coton, non manufacturé*) (pounds):				
South America	122,768	12,813	.....	.....
Fibers:				
Sisal grass (*Henequén; Henequen; Hennequen*) (tons)—				
Mexico	8,141	513,959	7,558	455,977
Fruits:				
Bananas (*Plátanos; Bananas; Bananes*)—				
Central America	.....	83,193	.....	87,203
Cuba	.....	3,032	.....	.....
South America	.....	35,154	.....	36,590
Hawaiian Islands	.....	5,412	.....	4,586
Oranges (*Naranjas; Laranjas; Oranges*)—				
Mexico	.....	84,024	.....	65,853
Cuba	.....	829	.....	1,286

Imports and Exports, November, 1897—Continued.

IMPORTS OF MERCHANDISE BY THE UNITED STATES—Continued.

Articles and countries.	November.			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Fur skins (*Pieles finas; Pelles; Fourrures*) (pounds):				
South America	.....	$12	.....	$1,671
Hides and skins (*Cueros y pieles; Couros e pelles; Cuirs et peaux*) (pounds):				
Central America	222,425	27,544	168,640	15,574
Mexico	753,326	73,942	1,152,574	113,081
South America	5,686,354	811,976	6,231,940	886,322
India rubber, crude (*Goma elástica cruda; Borracha crúa; Caoutchouc, brut*) (pounds):				
Central America	82,907	32,398	68,986	28,557
Mexico	5,608	1,750	10,458	2,647
Brazil	1,327,379	696,195	3,766,621	1,860,119
Other South America	104,861	36,567	194,630	74,184
Lead, in pigs, bars, etc. (*Plomo en galdpagos, barras, etc.; Chumbo em linguados, barras, etc.; Plombs, en saumons, en barres, etc.*) (pounds):				
Mexico	10,061,014	98,660	10,006,011	119,005
Sugar, not above No. 16 Dutch standard (*Azúcar, no superior al No. 16 de la escala holandesa; Assucar não superior ão No. 16 de padrão hollandez; Sicre, pas au-dessus du type hollandais No. 16*) (pounds):				
Mexico	5,328	109	16,200	375
Cuba	3,921,267	86,186	60,000	755
Brazil	.....	.....	.....	.....
Other South America	17,011,162	341,593	11,497,092	226,759
Hawaiian Islands	17,631,371	551,250	35,626,044	1,080,325
Tobacco, leaf (*Tabaco en rama; Tabaco em folha; Tabac en feuilles*) (pounds):				
Mexico	45,104	18,712	65,382	16,831
Cuba	551,871	245,984	229,068	212,730
Wood, mahogany (*Madera, caoba; Mogno; Acajou*) (M feet):				
Central America	641	21,806	718	35,900
Mexico	121	3,764	204	9,086
Cuba	3	158	5	227
South America	3	167	11	681
Wool (*Lana; Lã; Laine*) (pounds):				
South America—				
Class 1	9,559	712	7,009	1,063
Class 2	.....	.....	.....	.....
Class 3	1,241,940	106,822	92,034	7,427

Imports and Exports, November, 1897—Continued.

EXPORTS OF DOMESTIC MERCHANDISE, 1897—Continued.

Articles and countries.	November.			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Va
Iron and Steel, Manufactures of—C't'd.				
Typewriting machines, etc.—C't'd.				
Santo Domingo	.....	.....	.....	....
Cuba	.....	.....	.....	
Puerto Rico	.....	$75	.....	
Argentina	.....	1,877	.....	
Brazil	.....	790	.....	
Colombia	.....	520	.....	
Other South America	.....	215	.....	
Leather, sole (*Suela; Sola; Cuir à semelles*) (pounds):				
South America	1,335	247	8,670	
Leather, other than sole (*Cuero, distinto del de suela; Couro não para solas; Cuirs, autres que pour semelles*):				
Central America	.....	71	.....	
Mexico	.....	1,320	.....	
Santo Domingo	.....	.....	.....	
Cuba	.....	45	.....	
Puerto Rico	.....	305	.....	....
Argentina	.....	907	.....	....
Brazil	.....	175	.....	
Colombia	.....	37	.....	
Other South America	.....	2,004	.....	
Boots and shoes (*Calzado; Calçados; Chaussures*):				
Central America	.....	6,804	.....	
Mexico	.....	2,696	.....	
Colombia	.....	2,271	.....	
Other South America	.....	2,623	.....	
Naval stores: Rosin, tar, etc. (*Resina y alquitran; Resina e alcatrão; Resine et goudron*) (barrels):				
Central America	684	1,625	482	
Mexico	55	237	220	
Santo Domingo	200	552	10	
Cuba	295	585	545	
Puerto Rico	3	6	28	
Argentina	2,000	6,360	8,030	
Brazil	14,899	30,003	19,372	
Colombia	346	694	633	
Other South America	1,351	2,968	6,817	
Turpentine, spirits of (*Aguarrás; Agua-raz; Térébenthine*) (gallons):				
Central America	1,176	375	691	
Mexico	306	111	1,015	
Santo Domingo	15	6	5	
Cuba	5,875	1,835	5,454	
Puerto Rico	620	215	211	

Imports and Exports, November, 1897—Continued.

EXPORTS OF DOMESTIC MERCHANDISE, 1897—Continued.

Articles and countries.	November.			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Breadstuffs—Continued.				
Wheat flour—Continued.				
Santo Domingo	2,828	$13,385	2,508	$13,569
Cuba	18,472	80,308	21,317	103,879
Puerto Rico	9,881	42,007	11,391	60,218
Brazil	41,854	192,745	74,024	373,966
Colombia	10,285	49,200	16,557	70,884
Other South America	33,095	122,295	21,098	101,057
Carriages, cars, etc., and parts of (*Carruages, carros y sus accesorios; Carruagens, carros; e partes de carros; Voitures, wagons et leurs parties*):				
Central America	.....	3,150	.....	3,108
Mexico	.....	39,212	.....	67,349
Santo Domingo	.....	1,196	.....	3,757
Cuba	.....	590	.....	2,110
Puerto Rico	.....	687	.....	1,033
Argentina	.....	13,366	.....	5,137
Brazil	.....	1,427	.....	4,651
Colombia	.....	3,863	.....	2,956
Other South America	.....	1,834	.....	5,870
Cycles and parts of (*Biciclos y sus accesorios; Bicyclos e accessorios; Bicyclettes et leurs parties*):				
Central America	.....	9,758	.....	1,810
Mexico	.....	4,621	.....	4,081
Santo Domingo	.....	165	.....	135
Cuba	.....	144	.....	786
Puerto Rico	.....	45	.....	413
Argentina	.....	3,932	.....	4,940
Brazil	.....	3,554	.....	14,502
Colombia	.....	1,050	.....	2,089
Other South America	.....	3,335	.....	4,618
Clocks and watches (*Relojes de pared y de bolsillo; Relogios de parede e de bolso; Pendules et montres*):				
Central America	.....	1,075	.....	665
Mexico	.....	2,618	.....	2,093
Argentina	.....	5,843	.....	701
Brazil	.....	11,903	.....	6,152
Other South America	.....	9,875	.....	7,083
Coal (*Carbón; Carvão; Charbon*) (tons):				
Central America	932	3,003	386	1,086
Mexico	11,845	39,857	21,875	58,044
Santo Domingo	279	2,142	1,086	3,220
Cuba	16,948	46,424	15,603	37,525
Puerto Rico	310	778	1,036	1,953
Brazil	275	1,100	.....	.....
Colombia	.....	.....	.....	.....
Other South America	30	115	910	2,333

Imports and Exports, November, 1897—Continued.

EXPORTS OF DOMESTIC MERCHANDISE, 1897—Continued.

Articles and countries.	November.			
	1896.		1897.	
	Quantities.	Values.	Quantities.	V
Provisions, etc.—Continued.				
Beef, canned—Continued.				
Cuba	480	$35	4,468	
Brazil	42,500	3,395	3,964	
Colombia	7,996	623	8,720	
Other South America	6,200	557	17,018	
Beef, salted or pickled (*Carne de vaca, salada ó en salmuera; Carne de vacca, salgada ou em salmoura; Bœuf, salé ou en saumure*) (pounds)—				
Central America	26,200	1,233	69,100	
Mexico	.....	.....	975	
Santo Domingo	1,900	83	1,950	
Cuba	2,800	106	46,704	
Puerto Rico	14,800	666	6,300	
Brazil	600	32	500	
Colombia	26,000	1,132	35,950	
Other South America	208,830	9,471	162,500	
Tallow (*Sebo; Sebo; Suif*) (pounds):				
Central America	157,845	7,382	179,787	
Mexico	38,379	1,359	27,963	
Santo Domingo	121,585	5,165	8,323	
Cuba	11,778	707	22,006	
Puerto Rico	.....	.....	1,512	
Brazil	10,650	405	133,991	
Colombia	4,975	307	41,620	
Other South America	9,888	480	403	
Bacon (*Tocino; Toucinho; Lard fumé*) (pounds):				
Central America	19,948	1,397	20,765	
Mexico	12,843	1,124	8,063	
Santo Domingo	1,822	110	1,817	
Cuba	688,780	41,325	683,940	
Puerto Rico	61,785	3,736	42,874	
Brazil	347,698	20,635	673,994	
Colombia	1,530	108	743	
Other South America	16,837	1,089	40,458	
Hams (*Jamones; Presunto; Jambons*) (pounds):				
Central America	22,154	2,355	27,039	
Mexico	16,361	1,950	17,899	
Santo Domingo	4,340	505	5,012	
Cuba	327,730	31,046	310,188	
Puerto Rico	54,240	4,887	91,189	
Brazil	.....	.....	1,882	
Colombia	12,820	1,132	13,191	
Other South America	94,698	10,297	98,158	
Pork (*Carne de puerco; Carne de porco; Porc*) (pounds):				
Central America	80,450	3,738	97,550	
Santo Domingo	1,100	53	2,800	
Cuba	26,000	1,269	14,000	

Imports and Exports, November, 1897—Continued.

EXPORTS OF DOMESTIC MERCHANDISE, 1897—Continued.

Articles and countries.	November.			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Provisions, etc.—Continued.				
Pork—Continued.				
Puerto Rico	136,700	$6,940	451,500	$22,012
Brazil	1,200	78	500	26
Colombia	7,900	393	18,100	1,070
Other South America	352,800	16,314	241,500	12,067
Lard (*Manteca; Banha; Saindoux*) (pounds):				
Central America	115,296	6,214	174,645	9,582
Mexico	332,902	15,421	444,599	19,733
Santo Domingo	18,842	1,079	26,210	1,519
Cuba	2,245,848	123,798	895,050	43,882
Puerto Rico	254,100	13,901	420,523	20,781
Argentina	11,160	725	.....	.....
Brazil	276,850	16,771	1,087,387	65,150
Colombia	151,731	8,259	196,178	10,563
Other South America	993,502	59,610	1,015,530	60,938
Oleo and oleomargarine (*Grasa y oleomargarina; Oleo e oleomargarina; Oléo et oléomargarine*) (pounds):				
Mexico	.....	.....	1,760	192
Colombia	16,500	1,451	6,900	584
Other South America	11,260	1,322	14,500	1,502
Butter (*Mantequilla; Manteiga; Beurre*) (pounds):				
Central America	23,431	3,578	18,742	3,346
Mexico	15,010	2,621	16,953	3,219
Santo Domingo	760	116	4,916	656
Cuba	4,543	825	7,141	1,400
Puerto Rico	200	40	210	32
Brazil	2,284	250	90,106	11,823
Colombia	12,331	1,717	18,448	2,463
Other South America	50,137	6,837	58,421	8,135
Cheese (*Queso; Queijo; Fromage*) (pounds):				
Central America	10,145	1,146	12,865	1,425
Mexico	9,315	1,258	10,599	1,306
Santo Domingo	2,081	235	2,200	287
Cuba	3,983	765	15,668	1,926
Puerto Rico	3,344	359	.....	.....
Brazil	.....	.....	380	39
Colombia	7,613	932	12,467	1,481
Other South America	12,811	1,502	10,102	1,276
Sugar, refined (*Azúcar refinado; Assucar refinado; Sucre raffiné*) (pounds):				
Central America	115,876	5,372	101,157	4,837
Mexico	11,457	653	53,666	2,435
Santo Domingo	1,434	73	7,211	400
Colombia	65,000	2,828	60,916	3,148
Other South America	120	7	13,074	745

Imports and Exports, November, 1897—Continued.

EXPORTS OF DOMESTIC MERCHANDISE, 1897—Continued.

Articles and countries.	November.			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Tobacco, unmanufactured (*Tabaco não manufacturado; Tabaco não manufacturado; Tabac non manufacturé*) (pounds)—				
Central America	13,575	$1,662	19,184	$2,532
Mexico	141,476	14,112	203,810	14,606
Colombia	.....	.....	3,850	508
Other South America	116,803	9,630	53,378	4,549
Tobacco, manufactures of (*Manufacturas de tabaco; Manufacturas de tabaco; Tabac fabriqué*)—				
Central America	.....	2,194	.....	6,944
Mexico	.....	6,130	.....	1,177
Cuba	.....	6,750	.....	1,695
Argentina	.....	11,367	.....	1,055
Brazil	.....	25	.....	.....
Colombia	.....	87	.....	41
Other South America	.....	6,133	.....	5,455
Wood, unmanufactured (*Madera no manufacturada; Madeira não manufacturada; Bois brut*)—				
Central America	.....	22,795	.....	11,042
Mexico	.....	4,384	.....	14,377
Cuba	.....	260	.....	294
Argentina	.....	120	.....	299
Brazil	.....	.....	.....	2,450
Other South America	.....	376	.....	7,235
Lumber (*Maderas; Madeiras; Bois de construction*) (M feet):				
Central America	401	7,096	239	2,871
Mexico	4,595	60,333	3,495	37,476
Santo Domingo	35	592	271	3,694
Cuba	2,889	31,651	2,868	30,655
Puerto Rico	1,045	12,337	177	3,099
Argentina	8,410	94,309	6,975	77,561
Brazil	3,568	44,214	3,505	47,267
Colombia	467	6,911	515	7,046
Other South America	3,557	39,342	2,251	31,990
Furniture (*Muebles; Mobilia; Meubles*):				
Central America	.....	13,730	.....	7,409
Mexico	.....	9,262	.....	11,751
Santo Domingo	.....	255	.....	920
Cuba	.....	2,218	.....	2,519
Puerto Rico	.....	967	.....	537
Argentina	.....	25,307	.....	13,682
Brazil	.....	4,252	.....	5,493
Colombia	.....	1,270	.....	4,385
Other South America	.....	8,785	.....	6,306
Wool, raw (*Lana cruda; Lã crua; Laines brutes*) (pounds):				
Mexico	54,124	4,058	.....	.....

VENEZUELA.

TRADE WITH THE UNITED STATES.

Mr. PROSKAUER, Consul of the United States at Puerto Cabello, recently submitted to the Department of State an extended l interesting article on the opportunities for American enter- se and trade in Venezuela. He states that the trade in cutlery, ss, and earthenware, tiles, and kindred articles can be greatly reased, a medium and ordinary grade finding ready sale. ving to the high tariff on all tobaccos and the consequent devel- ment of native production and manufacture, the importation of it commodity has become greatly restricted, and it is thought it Venezuela will soon become an exporter.

Within six miles of Puerto Cabello marble of a very fine quality s been discovered, and a plant costing over $50,000 has been cted for the development of the quarries.

The coal used by the railways comes mainly from England, Mr. PROSKAUER thinks that if proper efforts were made the coal m the Alabama and Virginia regions might be introduced into country profitably, and ultimately made to supplant the Eng- i coals. This suggestion would seem quite apposite and prac- ible, in view of the proximity of the American mines and the dency of American merchants and manufacturers to increase l monopolize the trade of Venezuela.

The following extract from the report bearing upon the inter- de of Venezuela and the United States, and containing valu- le practical suggestions, is given:

* * * Our trade with this country is greatly hampered by the absence of erican houses, banks, etc. It is almost needless to say that all large houses e their American connections, but it is obvious that this does not supply place of intercommunication between American houses in the United States l their branches here.

One of our greatest trading difficulties might be more fully understood, erally advertised, and acquiesced in. I refer to the system of giving six, e, or even twelve months' credit, to enable the merchant to realize at "crop e." Banks being limited, and none at all in some places, merchants are at mercy of the money lenders, if they must pay their bills in sixty or ninety ys, as with us, which means interest at the rate of 1 or 1½ per cent per month,

and not infrequently more. Rates of exchange could thus be more readily controlled, which, though seldom burdensome, sometimes reach an unreasonably high figure. The currency is practically upon a gold basis, silver and gold being interchangeable. The issuance of paper money by the Government being still inhibited, the only notes that circulate are those of the Bank of Venezuela and the Bank of Caracas, confined to local use.

EL CALLAO MINE.

According to the Venezuelan Herald, this famous mine has been sold at auction, with all its machinery, offices, and various appurtenances, by the original company, for the sum of 600,000 bolivars. The firm buying it is DALTON & Co., of Ciudad Bolivar, supposed to represent a group of United States capitalists. When it is considered that the plant on the premises alone cost more than 400,000 bolivars, the mine brought a very low figure.

It is understood that the new company will very shortly resume work, and it is hoped that this mine will rise from the ashes of its former glory.

The Herald, speaking of it, says:

"In order that our readers may form an idea about the brilliant past of this mine, we can inform them that according to the Government statistics, dating from the year 1871 to 1891, the quantity of gold produced amounted to $24,290,923."

CONTRACT FOR ESTABLISHING BONDED WAREHOUSES.

In a communication to the Department of State, Minister LOOMIS transmits the terms of a contract entered into between the Government of Venezuela and JOSÉ RAFAEL NUNEZ, a citizen of Venezuela, for establishing in the Republic a system of bonded warehouses. This enterprise is of more than passing interest to Americans who have trade relations with Venezuela.

It will be observed that the concession may be disposed of to private firms or individuals, but not to a foreign government. Only the salient points of the contract are given here.

First Article. JOSÉ RAFAEL NUNEZ, his representatives or concessionaires, oblige themselves to construct in Caracas and in the ports of Venezuela which are empowered to receive imported goods, warehouses or depots to facilitate traders in their business

ations, and to guarantee the good care and conservation of goods.

econd Article. The warehouse company shall receive in their lings all the merchandise imported or for exportation which owners may wish to deposit; pay on its own account all cus-house dues, cartage, etc., applicable to the aforesaid merchan- and hold it at the disposal of the owners, subject to the fol-ng conditions:

) The owners of goods deposited may remove from the ware-es the merchandise they require, after having paid the legiti- charges of the company.

) The owners of merchandise, such as cloths, ironware, and ware, shall pay to the warehouse company not more than 9 ent per year on the sum total which has been paid for custom-se duties, cartage, etc. The owners of provisions shall pay 10 cent per year.

) The warehouse company may charge for depot dues the of 5 bolivars per month for every thousand kilos. deposited he ventilated warehouses, and 10 bolivars a month for every sand kilograms deposited in the warehouses hermetically ed.

d) The warehouse company shall charge two bolivars for y thousand kilograms of articles deposited and destined for ortation.

e) The warehouse company shall demand payment of the cus-house duties and other expenses incurred by merchandise osited only when such goods are taken out of the warehouses. his manner the owners of the merchandise shall only pay the unt due on the quantity taken out, and that which remains in warehouse shall be considered sufficient security for the balance to the company.

f) The warehouse company is obligated to deliver the goods he same state as they were received, and will be held responsi- for any damage the goods may suffer on account of *force majeure* ny fortuitous cause; but in no case shall the company be held onsible for packages whose contents have not been verified by owners and by the company, or which are liable to spontane- or natural decay, or loss in weight; and

(*g*) The warehouse company shall have a complete staff of employés and carts or vehicles adequate for handling the merchandise with all security and necessary precautions.

Third Article. The warehouse company shall furnish money to the owners of goods deposited to an amount representing one-third of the cost value of the goods deposited. These loans may extend at most for one year, at the rate of 8 per cent per annum, and shall be guaranteed by the same goods held in depot. If at the term fixed neither the sum loaned nor the interest on the same has been paid, the warehouse company may sell at public auction to the highest bidder the goods which were held as security for the money loaned. Out of the proceeds of the sale shall be paid the sums due and other expenses incurred, and should there be a balance remaining it shall be given to the owners of the merchandise, who personally or through some representative should be present at the sale. If at the expiration of the term agreed upon only the interest of the sum loaned is paid, the owner can choose between having his goods sold at auction or obtaining an extension of time for six months more to recover his goods, it being well understood that during these six months, additional, he is subject to the same conditions as those which obtained during the first term elapsed. The warehouse company shall in its interest account reckon as a whole month any part of the same which may have elapsed.

Fourth Article. The goods which remain deposited in the warehouses of the company shall be considered as guaranty both for the sums invested in paying custom-house duties and other expenses, as well as for the sums which the owners of the goods may have received as loans; and for such reasons the said goods can not be sold, seized, or be subjected to any other contributions but the ones stipulated here. The claims of the warehouse company shall have priority before all other claims against merchandise deposited in them. The company shall make known to the public by means of the press every three months the quantity of goods deposited, and the names of the depositors.

Fifth Article. The warehouse company shall pay the custom duties on all goods delivered to be deposited in the same custom-house where the goods have been received. Payment shall be made as soon as the commission agents shall have verified the

sheet containing the liquidation of the duties to be paid, presented by the custom-house. This shall not annul the rights which government can make good against the owners of the goods or against the goods themselves for the payment of import duties.

Sixth Article. The Government of the United States of Venezuela obliges itself:

(1) To grant free of custom-house duties the importation of all the materials required for the complete construction of the buildings as well as the furniture, until the final establishment of the company, complying always with the stipulations of the Code of Finance on goods imported free of duty by contract.

(2) To exempt the company from all national contributions.

(3) Not to grant a similar concession to any other person, company, or corporation during the time that this contract shall be valid, which is for twenty-five years.

Seventh Article. Within two years, to be reckoned from the date that this contract shall be approved by the National Congress, the warehouse company is bound to have its warehouses established in Caracas, La Guayra, Puerto Cabello, Maracaibo, and Ciudad Bolivar; and within three years, reckoning from the same date, in the other ports of the republic.

PRESIDENT IGNACIO ANDRADE.

Gen. IGNACIO ANDRADE, the new President of Venezuela, was born in 1839, in Merida. He is descended from an illustrious family of the country, his father being Gen. José ESCOLASTICO ANDRADE, and one of his brothers is Señor Don José ANDRADE, the present distinguished Minister to the United States.

President ANDRADE has been for a number of years intimately identified with the public affairs of Venezuela and has held numerous offices of dignity and responsibility. His public career is not limited to political affairs; he is also a distinguished soldier, having at one time commanded an army corps, and took a prominent part in the political disturbances of 1892 which resulted in placing the late President, Gen. JOAQUIN CRESPO, at the head of the State.

The new President has traveled extensively abroad and is quite in accord with the modern thought of the age. He resided in Europe for a number of years and has visited the United States

on several occasions. His election to the office of President in September last was practically unanimous, receiving 406,000 votes out of the total 490,000 cast.

Hon. FRANCIS B. LOOMIS, United States Minister to Venezuela, now in this country, speaks of the inauguration of the new President as arguing favorably for the continued good feeling existing between the two countries and the enlargement of trade. Mr. LOOMIS says Venezuela needs capital, and that President ANDRADE desires to encourage foreign investments and immigration, especially from the United States.

VENEZUELA.

CUSTOMS TARIFF FOR 1897–1898.

NUMBER 30.

(Third Edition.)

ARTICLE 1.—Goods of foreign origin which are introduced through the custom-houses of the Republic are divided into the following nine classes:

1. Goods admitted free of duty.
2. Goods liable to a duty of 10 centimes of the bolivar* per kilogramme.
3. Goods liable to a duty of 25 centimes of the bolivar per kilogramme.
4. Goods liable to a duty of 75 centimes of the bolivar per kilogramme.
5. Goods liable to a duty of 1 bolivar 25 centimes of the bolivar per kilogramme.
6. Goods liable to a duty of 2 bolivars 50 centimes of the bolivar per kilogramme.
7. Goods liable to a duty of 5 bolivars per kilogramme.
8. Goods liable to a duty of 10 bolivars per kilogramme.
9. Goods liable to a duty of 20 bolivars per kilogramme.

§ 1.—CLASS I.

Goods exempt from duty.

Mineral waters.

Live animals, with the exception of leeches.

Iron boiler plates, bottoms or boilers, gratings, rollers and apparatus for crushing cane, also axles and frames for the same, and native iron and scrap iron for resmelting.

Ploughs and ploughshares, hoes, spades, sickles, billhooks and scythes, weeding

*The *bolivar* equals 19.3 cents United States currency, and is divided into 100 centimes. For weights and measures Venezuela has adopted the metrical system.

ts, hatchets, shovels, picks, "*tasies*," and cutlasses, with or without wooden lles, and machetes for lopping.

rticles imported by order of the Government.

pparatus and machines for lighting with gas, and for its manufacture; also hing apparatus and apparatus for generating steam by means of petroleum lues.

ishing hooks and barbed-iron wire for fences, or also hooks for fastening the e, netting as defined by ordinance of June 13, 1894.

ire engines.

Coal and carbons for electric light.

Wood ashes and residues of pressed grapes, for fertilizers.

Roman cement.

Carriages, accessories, and materials intended exclusively for railroads.

Personal effects of ministers and those of diplomatic agents of the Republic on ir return to Venezuela.

Baggage, effects, and used furniture belonging to Venezuelans who have resided re than two years in Europe or in the United States of America, and who returning to Venezuela, provided, however, that they comply with the formalies prescribed by Art. 178 of Law XVI of the Financial Code; also those of reigners domiciled in the country. In order to enjoy this privilege, these latter ust comply with the formalities to which Venezuelans are subject.

Baggage brought by passengers, with the exception of those articles that have ot been used, and of furniture, which will pay according to the class to which longing. The duty leviable on unused articles imported together with baggage all be increased by 20 per cent.

Geographical or astronomical globes, hydrographical or marine charts, maps f all kinds, and lithographed or printed topographical plans of mines.

Rennet.

Guano and ice imported into localities where no ice manufactories exist by rmission of the Government.

Eggs.

Books, printed, unbound or stitched, treating of science, art, and trade; catanues, newspapers, and writing copy books for primary schools.

Wood prepared for shipbuilding, logs of pine, pitch pine for masts and squared ums exceeding 25 centimeters, oak, or other common wood, intended to be rn into planks, beams, or into any other form.

Printing presses and typographical accessories, such as type, lines, prepared inting ink, and white printing paper, neither sized nor gummed, also paper ste for manufacturing stereotype plates and alloy of lead and alluminium nployed for stereotype printing.

Machinery for use in agriculture, mines, weaving, saw mills, foundries, not therwise mentioned; also those intended for the arts or trade, when the manucturer imports them himself, and after having justified the use he intends to ake of them and having obtained previous permission from the Government.

Telegraph machinery and apparatus, with previous permission from the overnment.

Steam engines of all kinds, and windmills with all their accessories, on previous permission from the Government.

Samples of tissues, in small strips, in quantities not exceeding 25 kilogrammes in weight, and of wall paper not exceeding 50 centimetres in length; or of all other articles whenever they are imported in such dimension and in such condition as to be unsalable.

Works of art of a monumental character, on previous permission from the Government.

Platinum, gold, and silver, unwrought, and legal gold coin.

Living plants of all kinds; herbariums or collections of dry plants, other than medicinal; seeds for sowing, whenever the competent authority will have ascertained its destination, and potatoes fit for planting.

Products of Colombia imported across the frontier of that country, provided reciprocity exists.

Bridges, with their chains, floors, and other accessories, intended for public use or agricultural purposes; otherwise they pay duty on the materials of which composed.

Clocks for public use, when imported by the Federal Government.

Springs, axletrees, rims, and boards for carts and carriages to be constructed in the country.

Should receptacles in which duty-free articles are imported, such as trunks, bags, boxes, or stuff coverings, not having lost their ordinary value, they will be weighed separately and pay the duty applicable to their respective class.

§ 2.—Class II.

Duty—10 centimes of the bolivar.

Sulphuric acid, and liquefied carbonic acid.

Bran, oil-cake of bran and linseed residues, for cattle fodder.

Galvanized iron wire, not worked.

Almagra, chalk, ochre, spanish white, clay, caput mortuum, and all earths for building purposes.

Mineral or vegetable tar, asphalt, raw petroleum and bitumens of all kinds, excepting shoe blacking.

Hoops of iron or wood for casks, barrels, and sieves.

Rice in the grain.

Oats.

Iron bars (see tools).

Common bottles, of ordinary black or white glass, for bottling liqueurs; and empty demijohns and square bottles of similar glass, generally used for importing Hollands.

Hydraulic pumps, with their pipes, valves, and other accessories.

Boats and lighters, whole or in detached pieces, and the oars, sails, and anchors for the same.

Rosin, yellow or black.

Hydraulic lime, common lime, and all other similar materials for building purposes not elsewhere mentioned.

;s and wastes of skins and dried sheep intestines, for pork butchers.
or tow, raw or twisted, for calking; tarred tow and cotton wastes for machines.
ıcts or pipes of iron or lead.
oard in the paste.
proof cardboard for roofing and other purposes.
wagons, and wheelbarrows.
in the grain.
ıd wheat in the grain.
es, chaises, gigs, omnibuses, phaetons, and all kinds of vehicles not otherıtioned.
›f oak and other trees, used in tanning.
of barley, chick-peas, Du Barry's Revalenta, and any flour not otherıtioned.
ported into ports where ice factories are established with permission of ernment.
n bars, round or square, in plates, sheets, or any other form, not worked.
›ricks.
, slabs, and tiles of baked clay, marble, jasper, wood, or any other mate-
›avements not exceeding 60 centimetres; tiles of baked clay, slates, and
of common unwrought stone.
ood and charcoal in pieces.
ıon wood, such as planks, beams, and joists of pine, pitch pine, and other
either planed, tongued, nor grooved, less than 25 centimeters in thick-
l pine wood not specified.
in the grain.
s, grapes, pears, and all other fresh fruit, including cocoanuts, even

nery reservoirs of galvanized iron and apparatus not mentioned in
the total weight of which exceeds 1,000 kilogrammes, also ice boxes.
, manuscript.
ıc.
and dried fodder, such as hay and other similar fodder for animals,
exception of medicinal herbs.
common, white, black, or yellow.
›od, guaiacum, Brazil wood, mulberry wood, sandal wood, rose and
'oods, in shavings.
:tte paper.
i, even silent, for practice, without accessories.
with or without frames, slate books and pencils, slates for billiard

esin.
ls for carriages, carts, and wagons, iron axle boxes for the same, and
:els fitted on steel axles.
ı salts.
er's salts and silicate of soda.

Sienna and black earths for cleaning purposes.

Tombstones of marble, granite, or any other material, unless the competent authorities consider the same of a monumental character.

Wooden laths for roofing ("*teja-mani*").

Chalk, white, in sticks or powder, and marble and glass powder.

Gypsum, in pieces or in powder, and gypsum for casting.

§ 3.—Class III.

Duty—25 centimes of the bolivar.

Alimentary oils.

Colza oil and all other oils for lighting purposes, not otherwise mentioned, and bone oil and so-called "*esperma de cristal*" oil, for machines.

Stearic and oleic acids; stearine pure, unworked, and stearine mixed with paraffin, known as trade stearine.

Acetic, hydrochloric, or muriatic acids.

Nitric acid or aqua fortis.

Kerosene oil.

Steel, bronze, brass, copper, tin, pure or alloyed, lead and zinc, in lumps or rough, in bars, cubes, parings, or in perforated or cut-out sheets.

Water of orange flowers, lemonades, and gaseous waters.

Spirits of turpentine.

Knitting needles of steel, wood, bone, caoutchouc, or other similar materials.

Cotton.

Spike lavender.

Alum, not calcined, in lumps.

English yellow or chromate of lead, minium, litharge, mineral manganese, white lead, or carbonate of lead; asbestine.

Stuffed animals.

Advertisements in the form of almanacs relating to medicinal or other industrial products.

Filters and apparatus for filtering water.

Harness and horse collars for use in connection with all kinds of carriages, calashes, coupés, omnibuses, and phaetons, and for all kinds of cars, wagons, and carts.

Ground rice, sago, salep, tapioca, and crushed maize.

Sugar, crude or not refined.

Sulphur, flowers or paste of.

Scales, Roman balances, dynamometers, other than those of copper or where copper predominates; sporting shot and bullets.

Excelsior ("*barba de palo*") and similar vegetable fibres for sparterie.

Barrels, pipes, and hogsheads, put together or not, and staves imported separately.

Wimbles and augers for perforating stones and beams.

Pottery, glazed or not, in any form, not otherwise mentioned.

Zinc white and white bole.

Canes, reeds, rushes, palm, straw, not otherwise mentioned, and osier not worked, "*la espiga de trébol,*" for the manufacture of brooms.

Lees of oil.

Cables, rigging, and cordage.

Bowls for tobacco pipes, cigar holders, and pipes, and common clay and faience tobacco pipes, not combined with any other material.

Cannon of all kinds.

Beans of all kinds, chick-peas, lentils, Spanish beans, and all kinds of pulse, garden produce, and alimentary roots, unprepared.

Cloth, unbleached and coarse, cloth called "*coleta,*" unbleached, No. 3; common packing cloth, generally employed for cocoa and coffee sacks and for packing, the color of which, naturally dark, has not been changed by a preparation intended to bleach them, even when with colored stripes and checks.

Charcoal in powder, animal charcoal, and lampblack.

Meat, salted in brine, or smoked hams and shoulders, not in boxes; bacon and tongues, smoked or salted, with the exception of jerked meat ("*tasajo*"), the importation of which is prohibited.

Packing cloth lined with paper; fine pasteboard or thick office paper for visiting cards and other purposes, including waterproof paper for presses.

Onions.

Sieves of iron wire.

Hair grass and similar vegetable fibres.

Wax for shoemakers.

Beer and cider.

Chloride of lime, creoline, and disinfectants, liquid or in powder, not otherwise mentioned.

Copper, old and scrap.

Portable kitchens of iron or other metals.

Hearses, including the lanterns ("*vidrios*"), feathers, plumes, and all other accessories thereto, even when they are subject separately to higher duties, provided they be imported together with the hearses in the same or in another package.

Chalk, white or red, in lumps or in powder.

Crucibles of all kinds.

Preserves in vinegar other than olives and capers.

Juniper berries.

Emery in lumps or in powder.

Esparto, raw.

Fuses and quick matches for miners.

Copper scupper nails.

Fountains or basins of iron, marble or any other material, and statues, busts, vases and urns of marble, alabaster, granite, or other similar stones.

Sago flour.

Biscuits of all kinds without confections.

Fluid gas ("*gas fluido*").

Gum arabic.

Wheat flour and semolina prepared for making pastes.

Tools and instruments, such as hammers, sledge hammers, hatchets, capstans, forges, bellows of all kinds, cranes, "*molejones*," large screws for blacksmiths, bickerns, anvils, and other similar tools and instruments.

Manufactures of iron: Wire, excepting galvanized wire, unwrought; wire gauze for mattresses; anchors and chains for vessels; safes, mortars, furniture, copying presses, and machines for stamping paper; nails, tacks, hobnails, rivets, and scupper nails; buildings, not erected, or separate parts thereof, such as balconies, doors, balustrades, gratings, columns, roofs, even when imported separately; statues, urns, flowerpots, busts, and all other similar ornaments for houses and gardens; weights for scales, flatirons, posts for fences; stoves, boilers ("*budares*"), kettles, broilers, pots, frying pans, and other household utensils, tinned or not, enameled or not, with the exception of similar articles of sheet iron and tin plate, which pay duty according to Class IV. Galvanized iron nails and washers are also included in this class. Tin plate, unmanufactured.

Bones, horns and hoofs, raw.

Cotton Holland cloth, blue.

Toys of all kinds and of whatever material, including "*metras*."

Books, printed, unbound or stitched, not comprised in Class I, pamphlets, copy books and books intended for primary instruction, imported simply stitched or half-bound ("*medio pasta*").

Emery, on paper or linen.

Linseed or linseed meal and colza seed.

Flax, raw.

Earthenware, common and faience, glazed or not, in articles of all forms, not otherwise mentioned.

Walnut wood.

Wood, fine, for musical instruments, furniture, etc.

Wood, in sheets and laths, for veneering.

Wood, sawn, planed or dovetailed.

Lard, except mixed greases known as oleomargarine and butter.*

Machines, reservoirs of galvanized iron, and apparatus not otherwise mentioned, and not exceeding 1,000 kilogrammes in weight. When machines are imported with extra pieces which, taken separately, are subject to a higher duty, the whole will be dutiable as machines when such pieces arrive in the same package.

Mills of all kinds not comprised in Class I.

Ore of iron, copper, and tin; black lead and asbestos.

Potatoes not otherwise mentioned.

Paper of all kinds not otherwise mentioned, and serpentines or paper ribbons.

Fish, pressed, salted, or smoked, not in tins.

Lithographic stones, pumice stone, stones of all kinds and of all forms for grinding or whetting, fireproof stones for blast furnaces, filtering, and other similar stones.

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* *Cottolene* is classed in this number under the name of "*oleomargarine cottolene*." ("*Gaceta oficial*," No. 6741, of June 19, 1896.)

Colours, common, prepared in oil.
Potash, common or calcined.
Saltpetre and salt of nitre.
Leeches.
Sardines, pressed in oil, with tomatoes, or prepared in any other manner.
Tallow, prepared for the manufacture of stearine candles or stearine.
Soda, common or calcined.
Carbonate of soda, crystallized.
Sulphate of iron or green copperas.
Sulphate of copper or bluestone.
Tissue or gauze of iron wire, not otherwise mentioned.
Turpentine, common, of Venice.
Poison for preserving skins.
Glass and crystals, smooth, not silvered.
Vinegar, common and empyreumatic, and brandy from the residues of pressed grapes.
Wines of all kinds in pipes, casks, or barrels, and red wines, the product of any country, imported in casks, barrels, bottles, demijohns, or other recipients. When port wine, even red, is imported in bottles or demijohns, it shall be dutiable according to Class IV.
Coffee winnowers ("*venteadores*").
Sumac, powdered or not.

[To be continued in BULLETIN for March.]

GOLD PRODUCTION.

The production of gold in the several republics on the American continent for the years 1896 and 1897 is shown in the table below, taken from the Engineering and Mining Journal of January 1, 1898:

Countries.	1896.			1897.		
	Fine ounces.	Kilograms.	Value.	Fine ounces.	Kilograms.	Value.
United States	2,558,433	79,576	$52,886,209	2,685,000	83,512	$55,498,950
Mexico	293,892	9,141	6,075,108	328,969	10,232	6,800,000
Central America	24,127	750	498,450	25,399	790	525,000
Argentina	4,500	140	93,015	4,838	150	100,000
Bolivia	3,300	103	68,211	3,628	113	75,000
Brazil	120,000	3,732	2,480,400	120,950	3,750	2,500,000
Chile	33,866	1,050	697,830	33,866	1,050	700,000
Colombia	174,189	5,418	3,100,500	188,682	5,870	3,900,000
Ecuador	3,800	118	78,546	3,870	120	80,000
Peru	5,948	185	122,945	7,256	226	150,000
Uruguay	6,880	213	144,600	7,256	226	150,000
Venezuela*	39,384	1,225	814,067	41,123	1,275	850,000

The marked increase in the gold production of Mexico can be accounted for by the development of the mining interests of that country, which are, and have been for the past years, steadily advancing.

Of the Central American States, Nicaragua is the only one whose statistics are precise and authentic. The shipments of gold from Bluefields during the year ended June 30, 1897, were $169,565, which was an increase of $31,636 over the previous year.

The figures given for the South American countries for 1897, except Colombia, are estimates based on the most recent and reliable data obtainable from the respective countries. Those given for Colombia are official.

NOTE.—The estimate of the production of gold in British Guiana for the years 1896 and 1897, respectively, quoted in the Journal above referred to are as follows: $2,558,099 and $2,583,965. It should be borne in mind that these mines are claimed equally by Venezuela, and this production should be equally credited to that country.

INTEROCEANIC RAILWAY.

The question is again being agitated in South America of a closer union of the commercial and political relations of the different republics by means, primarily, of more rapid intercommunication for the exchange of the productions of these countries, diminishing at the same time the distance, the dangers, and the expense of the long navigation by way of Magellan Strait, and the tempestuous waters of Cape Horn.

Everyone recognizes, especially in Brazil, Peru, Bolivia, and Chile, the great necessity for the construction of a South American interoceanic railway, which, starting from one of the ports of Brazil, Rio de Janeiro, for example, piercing the Cordillera of the Andes by means of a tunnel, would place the ancient Empire of the Braganzas and Europe in direct communication with the four republics of the Pacific Coast, so rich in natural productions.

The technical part of the work, involving the survey of routes, etc., has already been studied, and the plans submitted. The great

obstacle which has hitherto stood in the way of the realization of ıe undertaking has been the lack of capital. It appears, however, ıat the question has now entered upon a new practical phase, and ıat an understanding has been arrived at between the representatives of the four republics immediately interested, who have pproved the project looking to a guaranty of the interest on the apital to be invested in the vast undertaking. It may, however, ıe stated that Ecuador has not yet become a party to the conventions which have been negotiated.

It is said that in Brazil the current of opinion favorable to the enterprise is very strong and that the scheme excites much enthusiasm. Recently a meeting was held at the Engineers' Club in Rio, in which Dr. OLIVEIRA BULHOES was the moving spirit, and which was attended by many capitalists and men prominent in public life. The Bolivian and Chilean Governments were represented by Señor PALAVICINO and Dr. ERRAZURI, their respective ministers in Brazil. At the meeting the many causes which paralyze the intercommerce of the South American nations were fully discussed, as well as the great natural wealth lying dormant, awaiting only the touch of enterprise and energy, which will necessitate the carrying out of this great international undertaking.

Roughly stated, the length of a transcontinental line from Rio to an available port on the Pacific coast would not exceed 2,600 kilometers. Upon the authority of the persons who are moving in the matter, it is stated that the capital required to begin the preliminary work has been tendered and that the inauguration of the work only awaits the cooperation of Ecuador, with the other republics.

SPECIAL ENGLISH MISSION TO SOUTH AMERICA.

The "South American Journal" of January 8, referring to the steps that are being taken by the English government to retain its present trade with South America and to further extend it, contains the following:

"We learn that the government has appointed Mr. WORTH-

INGTON, of Manchester, to proceed on a special mission to Sou America, with the object of inquiring into the conditions of t local markets for the information of the Board of Trade, wh has now under consideration the desirability of establishing Bureau of Commercial Intelligence. Mr. WORTHINGTON will accompanied by Sir VINCENT BARRINGTON, who will go out behalf of the Associated Chambers of Commerce, and both Co missioners are expected to leave this country for South Ameri at the end of the current month.

The Daily Mail, in making this announcement, observes:

The preliminaries of the scheme, the first announcement of which was recently made by Sir COURTNEY BOYLE, at Nottingham, continue to make steady progress. Not only has a considerable amount of expert evidence been taken from a number of chambers of commerce, but a quantity of information of no little value has already been collected. This information, however, does not yet suffice to indicate what will be the final character of the proposed scheme. That, it is suggested, can be ascertained only when the members of the department committee, appointed to consider the proposal, present their report to the President of the Board of Trade who will then submit it, accompanied by his own recommendation, to the Cabinet, with whom the ultimate decision will rest.

CODE OF COMMERCIAL NOMENCLATURE.

The Treasury Department of the United States has issued the following circular adopting the "Code of Commercial Nomenclature," compiled and published by the Bureau of American Republics, as the standard for use in the various custom-houses:

[Department Circular No. 16. Division of Customs.]

TREASURY DEPARTMENT, OFFICE OF THE SECRETARY,
Washington, D. C., January 22, 1898.

To the collectors and other officers of the customs:

Under a resolution of the International American Conference, which recommends to the governments represented therein the adoption of a common nomenclature, which shall designate in alphabetical order, in equivalent terms in English, Portuguese, and Spanish, the commodities on which import duties are levied, to be used respectively by all the American nations for the purpose of levying customs imposts which are or may hereafter be established, and also to be used in shipping manifests, consular invoices, entries, clearance petitions, and other customs documents, the Bureau of American Republics has issued a publication, in three volumes, entitled "Code of Commercial Nomenclature," which

; 28,000 commercial terms, arranged in such form as to insure conven- reference in any one of the English, Portuguese, and Spanish languages. publication is hereby accepted as a proper reference book for the trans- f commercial words and phrases for the use of this Department and of rs of customs and appraisers of merchandise. Any errors or inaccura- nd therein should be reported to the Department.

W. B. HOWELL,
Assistant Secretary.

TRADE MISCELLANY.

ARGENTINE REPUBLIC.

:tion of American Coal. A representative of a large firm of coal dealers in Philadelphia is now in Buenos Ayres with the view of placing :ahontas coal on the market of that city. This coal has been used for ne in Central America and the West Indies and has given very satisfac- ults. The coal trade between the United States and the Argentine c is very small and is capable of great development, provided proper n is given to the matter and effort made to advance it. The total value oal shipped to South American countries in the fiscal year ended June 30, ggregated only $145,000. The vast coal fields of Virginia, having an le port to the world at Norfolk, should be brought into immediate inter- with the countries of the West Indies and Central and South America.

arvest in Sante Fé. The wheat harvest in the Argentine Republic, which has been in progress for the past month, is now practically

Advices received from the Department of Sante Fé, the center of the growing district of the Republic, report the crop the largest known for ears. The yield is stated to be not only exceptional in quantity, but lity of the grain in weight and color is excellent.

; of Electric Apparatus. Complaint is made by importers in Buenos Ayres of the condition in which the electric apparatus shipped to rrives, owing to the injudicious manner of packing. An instance is f an American firm having sent a large number of globe lamps to that which upon arrival were found to have suffered a large per cent of ge. Simultaneous with this complaint the statement is made that similar nts from England had arrived in much better condition. The impor- f this suggestion would seem to be manifest to parties interested in this lar trade.

BRAZIL.

marine Cable. The Western and Brazilian cable, between Pernambuco and Ceará, and the Amazon cable, extending from the of the river to Manaos, which have been broken for some time past, :en repaired and messages are again transmitted regularly.

Exports of Rubber. The exports of rubber from Para in October last amounted to 2,074,644 kilograms, of which 1,061,573 kilograms were shipped to Europe and 1,013,071 to the United States.

Gold Mining in Minas Geraes. The São Bento Gold Mining Company, which commenced its operations in the State of Minas Geraes one year ago, owns about 10,000 acres of land. The ore, which was estimated to run at an average of 10 pennyweights of gold to the ton, has developed much more richly than was anticipated, much of it running as high as 1 ounce 3 pennyweights. The ore is so friable as not to need stamps for working, it being pulverized by simply passing through rollers, and at once put into cyanide tanks. The capital of the company is $1,300,000 gold.

Coal Supply. The Jornal do Commercio is authority for the statement that the Brazilian Financial Company, in London, has contracted for the coal supply of the Central Railway for the next year. The price stipulated is $6.25 per ton delivered in the port of Rio de Janeiro. One-fourth of the supply may, under the contract, be delivered at Santos at an additional cost of 75 cents per ton.

Sale of Plantations. The South American Journal states that an English syndicate has been organized for the purpose of buying several coffee plantations in the Department of São Paulo, between Sarandy and Batataes. The gross price to be paid is 18,000,000 milreis. Another syndicate is reported to be organizing in London, with Dutch and American capital to twice that amount, for buying plantations in the west and north of São Paulo.

CHILE.

Exportation of Frozen Meats. A company has been formed at Valparaiso to export frozen meats from Punta Arenas, in the Strait of Magellan, to Europe. It is said that a trial will shortly be made with a shipment of 20,000 mutton carcasses.

GUATEMALA.

Duty on Electrical Apparatus. The Government of Guatemala has recently promulgated a decree admitting electric batteries, uncharged, intended for public use, free of duty. Galvanized iron wire and insulated copper wire for electrical purposes, and electrical apparatus are subject to a duty on the basis of their gross weight. Guatemala, like other countries, is introducing in its principal cities the system of electric lighting.

Customs Duties Payable in Silver. Official advices received from Guatemala state that, dating from July 1, 1897, all import and export duties of the republic shall be paid in silver.

MEXICO.

A Tin-Plate Factory. A new industrial development is soon to be undertaken in Mexico in the inauguration of a tin-plate factory, and application has been made to the Mexican Government for a suitable concession.

It is thought that owing to the large trade in canned goods, notably fruits and vegetables, which the republic is developing, the proposed new industry will benefit it materially, and the action of the Government is awaited with interest.

Bicycle and Rubber Factory.

A concession has been obtained from the Mexican Government by an American manufacturer to construct and operate a bicycle and rubber factory in the City of Mexico. It is the intention of the concessionnaire to utilize the excellent water power which he has secured to generate electric power and to compete with the manufacturers of the United States in the trade in bicycles. Another important feature which is relied upon to make the venture successful is the cheapness of labor in Mexico.

Opening of the Mexico, Cuernavaca and Pacific Railway.

An interesting and important event, as marking the internal development and progressive spirit of Mexico, was the formal opening in December last of the Mexico, Cuernavaca and Pacific Railway, which extends from the City of Mexico to Cuernavaca. The occasion was dignified by the presence of the President of the republic and his Cabinet; also members of the diplomatic corps and other distinguished residents in the country. The distance between the present termini of the road is 75 miles, but the importance attached to the enterprise is in the fact that the line is projected to Acapulco on the Pacific coast, and the construction to that port will be carried forward with the same energy that has marked the work up to the present time.

Plans for New Legislative Building.

Up to December 27, 1897, there had been received for examination twenty-nine sets of plans and specifications for the new legislative palace to be built in the City of Mexico. Some of these were furnished by Mexicans and a few by Europeans, but the majority were the work of American architects.

Electrical Machinery in Mexico.

The syndicate operating the street railways of Mexico is preparing to introduce electricity as the motive power. The company owns about 140 miles of road, and it is purposed to equip the entire line, including the connection from Guadalupe to San Angel, with the electric motor. It is estimated that the total cost of the new service will be about $5,000,000, and opportunities will be given all electrical manufacturers to bid on it.

Textile Industry.

The growth of the cotton textile industry in Mexico is attracting the attention of foreign countries. The following figures are given as significant evidence of this development and also of the increasing production of the raw material in the republic. In the first ten months of 1897 Great Britain exported to Mexico 34,301,600 yards of cotton fabric, compared with 42,164,200 yards in the corresponding period of 1896. The imports from the United States for the first nine months of 1896 and 1897 were 6,034,908 yards and 4,503,773 yards, respectively. For the same corresponding periods the imports of raw material from the United States fell off from 12,146,161 pounds to 5,129,429 pounds. It is stated on high authority that three-fourths of the cotton used in Mexican mills is of home production and that every year there is a larger amount raised. Many new mills have been built within the last few years and several more are under con-

tract for construction in the vicinity of Puebla. The profits from the business are very satisfactory, amounting in some instances to 20 and 30 per cent on the capital invested.

Budget for 1898-99.

In the report submitted to Congress by Señor José Ives Limantour for the budget of the fiscal year 1898–99 the estimate of expenses is placed at $52,089,000, the revenues at $52,109,000. In the division of revenues the customs receipts are estimated at $23,847,000, the interior taxes at $23,092,000. Other sources of revenue complete the anticipated amount.

Concession for a New Smelter.

A concession has recently been obtained from the Mexican Government by parties residing in Kansas City, Mo., for the erection of a smelter in Villa del Carmen, in the State of Coahuila for the treatment of all kinds of ores. By the terms of the concession the smelter shall have a minimum capacity for treating 25 tons of ore per day. The work of erecting the plant and all of its appurtenances shall commence within two years dating from December 30, 1897, and must be completed, at the latest, within eight months from that date. The machinery and material required shall be free of import duty.

Forfeiture of Railway Concession.

Owing to the failure of the Mexican Southeastern Railroad Company to comply with the terms of its concession the contract has been declared forfeited by the Mexican Government. The forfeiture is based upon the failure of the concessionnaires to fulfill the terms of article 2, in which it is stipulated that within a year from the promulgation of the concession (December 30, 1896) 100 kilometers of line from San Geronimo to the frontier of Guatemala shall be finished. The forfeiture carries with it the deposit of $50,000 made with the Government as earnest money for the carrying out of the contract.

NICARAGUA.

National Railway.

In the Bulletin for December reference was made to a bill then before the Congress of Nicaragua to authorize the sale of the National Railroad and the steamers on Lake Managua that run in connection with it. Under date of October 19, 1897, Mr. Paul Wiesike, United States Consul at Managua, advises the Department of State that the bill has been enacted into a law, and that a commissioner appointed by the Government to sell or lease the road will first visit the United States. The complete equipment of the road, according to Mr. Wiesike, will involve the purchase of one hundred box cars, three engines, the reconstruction of one of the bridges, and repairs to the track, necessitating an outlay of not less than $100,000.

Gold Mine.

A correspondent writing in the Engineering and Mining Journal states that a new mining camp has been established in the District of Siguia, about 20 miles above Rama, and 80 miles above Bluefields, by water. This district, it is believed, will prove very rich, an assay of float-run made gives a yield of from $19.50 to $36 in gold and from 6 to 10 ounces in silver per ton. The mountain streams in the local-

the quartz is found furnish abundant water power. The parties owning ıd are putting in tunnels and preparing to develop their claims on an ed scale.

PERU.

ıde with Lima.

The lucifer matches used in Lima are all imported from Sweden, there being no factories for their manufacture in The importation of this article is very important. The system of ş the city by electricity is beginning to be adopted, and it is thought that a comparatively short time it will supersede the present mode of lighting altogether, both for private and public use. Many of the other principal ɔf the republic are interested in this subject, and the opportunity for ːan manufacturers of electrical apparatus is very favorable. The manu- of furniture has made such progress in the country that the importation article has become insignificant, and is confined entirely to the higher

SALVADOR.

ıon of the Duty on Spirits.

The import duty on bottled spirits entering Salvador has, through the efforts of United States Consul JENKINS ıer representatives of foreign governments in that country, since the 21st ober, 1897, been reduced to $17.60 in gold and $21.10 in silver per 100 ms, gross weight, when not exceeding 50° proof. Spirits in barrels not ing 50° remain unchanged from the former tariff.

UNITED STATES.

ying Trade with atin-America.

The following table, compiled from figures furnished by the Bureau of Statistics, shows the value of the carry- ıde between the United States and the various countries of Latin-America : month of November, and the proportion of same carried in American . According to the same authority, vessels flying the United States flag econd among the nationalities engaged in this trade, the British leading, ed in order by American, Norwegian, and German vessels:

Countries.	Value of merchandise.	American vessels.
l America	$622, 678	$286, 378
o	3, 156, 580	1, 031, 242
lina	1, 008, 511	148, 889
a	270	270
	7, 543, 577	616, 402
	416, 546	88, 531
bia	659, 326	223, 587
or	116, 455	116, 455
ıay	524	.....
	176, 533	55, 584
ay	310, 301	.....
ıela	800, 939	763, 811

URUGUAY.

The Coal Trade.

In a report to the Department of State, made December 4, 1897, Consul ALBERT W. SWALM gives some interesting statistics regarding the coal trade in Uruguay. The bulk of coal consumed in Uruguay comes from Cardiff, with the United States as a competitor. Coals used on railways are free of import duty, but all others pay a tariff of 60 cents per ton. The customs valuation of the coal business has reached $1,000,000, the retail price of the article ranging from $8 to $10 gold per ton, but in 1897 there was a marked falling off in comparison with the preceding year, both in the import and general trade. Mr. SWALM states that a representative of one of the largest coal-exporting companies of the Atlantic coast has recently been in Montevideo for the purpose of making arrangements to bring American coal into closer competition with the Welsh article, and he sees no reason why the venture should not be highly successful, provided the shipments from the United States are kept up to the standard of cleanliness set by the rival companies. Such has not been the case heretofore, and is largely responsible for the failure of American coals to dominate the market.

Exports of Wool and Sheepskins.

The exportation of wool from the port of Montevideo, according to Mr. SWALM, consul at that port, from October 1 to November 30, 1897, was 6,705 bales, of an average weight of 500 kilograms (1,102.3 pounds) each. Of this number 173 bales were dispatched to the United States, other nations loading as follows: France, 3,105; Belgium, 883; and England, 997. The wool clip is reported as large and generally of a better character than last year. From August 1 to November 30, 1897, 7,729 bales of sheepskins were exported, of which France took the greater proportion.

VENEZUELA.

Installation of Electric Tramway System in Caracas.

The concession which was granted in July, 1896, to parties for installing an electric tramway system in the city of Caracas has been declared forfeited, owing to the failure of the concessionaire to comply with the terms. At present Caracas has a very imperfect street-railway service, and the lapse of the former grant opens a desirable opportunity for American capitalists interested in the promotion of such enterprises.

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RELACIONES COMERCIALES EN AMÉRICA.—VIII.*

RIQUEZAS INTERIORES DE MÉXICO.

En los artículos anteriores de esta serie hemos tomado en consideración, principalmente, el comercio extranjero de México, la América Central, las Antillas y la América del Sur. Vamos ahora á examinar las riquezas interiores de todos estos países en el orden en que los hemos mencionado, y el desarrollo que han alcanzado como base para la expansión futura de su comercio exterior.

El progreso que se ha hecho en México durante la última década, tanto en la industria como en la agricultura y en el aumento de medios de transportación, que son indispensables para que se pueda aprovechar la riqueza natural de un país, ha sido rápido y positivo. Estò debe atribuirse, en primer lugar, al sistema de gobierno estable, regular y progresivo que ha existido en ese país durante los períodos administrativos del Presidente DÍAZ. Es indudable que México debe una gran deuda de gratitud al sabio y hábil estadista que, con la activa cooperación de los

* El primero de esta serie de artículos fué publicado en el BOLETÍN MENSUAL correspondiente al mes de julio de 1897.

hombres más inteligentes del país, le ha dado una larga época de paz y fomentado su adelanto. Felizmente para México, el Presidente DÍAZ ha sido ayudado en su obra por condiciones económicas, debidas en parte á medidas legislativas que han tendido al establecimiento de industrias peculiares al país y á estimular las empresas y el espíritu de progreso.

México es muy rico en un gran número de productos que el mundo necesita y que hasta el día no han sido producidos en suficiente cantidad para atestar los mercados. En su tráfico de expotación, México no depende de aquellos productos principales, tales como trigo, algodón, lana, azúcar y carnes, cuya producción es tan enorme en las zonas templadas, que, fuera de las épocas de inesperada escasez, ya no es posible realizar con ellos pingües ganancias. Una corriente de riqueza está entrando en aquel país con la producción de metales preciosos y de otros minerales de constante demanda, y con el café, las fibras, el tabaco, la vainilla y las frutas, que todavía se venden á precios relativamente altos en los mercados del mundo. En 1897 México exportó por valor de $42,000,000 en minerales. En los primeros nueve meses de 1897 vendió en el exterior por valor de $4,574,252 en café, contra $3,333,385 durante el mismo período en 1896. La exportación de henequén á los Estados Unidos solamente, durante los nueve meses, aumentó en mucho más de medio millon de pesos, y la exportación total asciende á cerca de $8,000,000 anualmente. La exportación de naranjas se ha desarrollado notablemente, debido al hecho de haberse averiguado que con las naranjas mexicanas se pueden suplir los mercados americanos cuando la cosecha en los Estados Unidos no es suficiente. Aun en los años en que aquélla es abundante en este país, la producción de México no afecta seriamente á las cosechas de California y Florida, por la diferencia de la época en que la fruta madura y es enviada al mercado. La vainilla lleva á México un millón ó más de pesos al año. La exportación de tabaco le produce próximamente dos millones d pesos, y su calidad se acerca tanto á la mejor clase del artícul cubano, que el desarrollo de esta industria es un hecho asegurado. En animales vivos, cueros y pieles se exporta anualmente por valor de cerca de $3,000,000. Los bosques de México son muy ricos en maderas de construcción, palos de tinte, plantas medicinales y de otras clases.

La exportación de maderas de ebanistería y de palos de tinte es por valor de $2,000,000 á $3,000,000 anualmente, y la abundancia de estos productos es tal que su explotación puede aumentar indefinitivamente.

Por una distancia de cerca de 1,200 millas, desde el Estado de Sonora al de Oaxaca, se extiende, del noroeste al sudeste, una faja metalífera extraordinariamente rica, que ofrece vasto campo á las empresas mineras. En esta región se encuentran, en más ó menos abundancia, oro, plata, azogue, hierro, carbón de piedra, minerales suaves de plomo, asfalto, asbesto, petróleo, sal, cobre, piedras preciosas, ónix y gran variedad de hermosísimos mármoles. En un informe publicado en agosto de 1897, el Cónsul General de Inglaterra en México dice que se están explotando muchas minas de oro nuevas en los Estados de Sonora, Oaxaca y México, y que se debe esperar un gran aumento en la producción del precioso metal. El Estado de Chihuahua es tenido por una de las primeras regiones minerales del mundo. Los ferrocarriles que en la actualidad se están construyendo ofrecerán pronto los medios necesarios de transportación y esto dará por resultado un vasto desarrollo en las empresas mineras. Capital de los Estados Unidos se ha invertido ya en gran escala en las minas de México y hay mucha demanda de máquinas americanas, así como de todo aquello que pueda contribuir á economizar trabajo. Esta demanda aumentará á medida que se vayan explotando nuevas minas y que tomen mayor incremento las empresas mineras en general.

El uso de maquinaria y herramientas americanas aumentará, también con la expansión de los trabajos agrícolas y el mejoramiento en los métodos de cultivo, que necesariamente tienen que venir como resultado del lucrativo tráfico que se hace en el exterior con los numerosos productos de México. Casi toda la meseta central de México es muy fértil y tan productiva, que con los métodos más primitivos de cultivo continúa dando abundantes cosechas después de habérsela utilizado por siglos enteros. Cuando el pueblo comprenda la economía de tiempo y trabajo que se obtiene con las máquinas y herramientas que han dado á los Estados Unidos tanto renombre, y aprenda la manera de usar aquellas, la producción de esta inmensa región aumentará de un modo enorme y se abrirá un vasto mercado para uno de los principales productos de la industria americana.

México, mientras tanto, está creando con actividad industrias nacionales, y no es de dudar que con el tiempo podrá utilizar en algunas de sus manufacturas gran parte de las materias primas que produce. En un informe fechado el 26 de setiembre de 1896, y publicado en los *Special Consular Reports* con el título de "*Money and Prices in Foreign Countries*," dice el Ministro de los Estados Unidos, Mr. RANSOM, que "las manufacturas se han desarrollado en México considerablemente, con especialidad las de géneros ordinarios de algodón y de lana, telas blanquendas, géneros para chales, indianas, calicós y paño, así como las de los productos de la caña de azúcar, las de alcohol, papel, cigarros y cigarrillos. Muchas personas bien informadas opinan que la baja de la plata ha sido el factor principal en el desarrollo de estas industrias. Esto es verdad hasta cierto punto, porque el descuento que la plata sufre ha ejercido alguna influencia en disminuir la importación extranjera y en estimular la producción interior. Hay, sin embargo, otras causas poderosas que han obrado en el mismo sentido, tales como la sabia, justa y hábil administración del Presidente DÍAZ; la confianza que tanto el pueblo mexicano como los extranjeros tienen en la estabilidad del Gobierno; la construcción de ferrocarriles, de los cuales todos, menos el de Veracruz á la ciudad de México, han sido terminados de 1883 á esta fecha; el mejoramiento de los puertos; el desarrollo del tráfico, y la conducta generosa del Gobierno respecto de las nuevas industrias; en una palabra, el imperio de la ley y de la paz, así como la poderosa influencia del comercio, han contribuido á este resultado.

Sin exagerar, se puede decir que durante los últimos diez años, ciudadanos de los Estados Unidos han invertido en minas, en empresas de ferrocarril, de tierras y de otras clases en México, sumas que arrojan un total mayor que todo el dinero circulante en la República. Al tratar de este asunto, conviene no perder de visa el hecho muy significativo de que los derechos de introducción sobre géneros de algodón y de lana, papel, tabaco y productor alcohólicos, son muy elevados. Los derechos sobre los géneros de algodón fueron impuestos primitivamente en 1830 y continuaron aumentando hasta 1887. Desde entónces han permanecido casi estacionarios. Sobre muchas clases de géneros de algodón

y de lana dichos derechos son casi prohibitivos, y se puede afirmar con seguridad que los derechos sobre los más ordinarios entre ellos han sido, por término medio, durante los últimos diez ó quince años, de 40, 75 y 85 por ciento. A propósito de este particular, envió adjunta copia de lo que dice un eminente escritor, Prosper GLONER, en la obra titulada "*Les Finances des États-Unis Mexicains d'après Documents Officiels*," publicada en 1895. Se expresa así: "La fabricación de géneros de algodón en México debe principalmente su desarrollo á los aranceles de aduana, los cuales con la imposición de altos derechos han vuelto imposible la importación de telas ordinarias de algodón. Un derecho de 5 por ciento fué impuesto por primera vez en 1830 y este fué en aumento hasta 1887."

El Cónsul General de los Estados Unidos, Mr. CRITTENDEN, en un informe que dirigió de la ciudad de México con fecha 7 de setiembre de 1896, y que fué publicado en el tomo primero de las "*Commercial Relations of the United States*," *1895–96*, dice que "desde que el tipo del cambio ha variado tanto y de una manera tan desfavorable entre México y los países extrangeros y se han impuesto derechos proteccionistas sobre casi todas los artículos que se consumen en México, muchos que hasta hoy se importaban, tales como frazadas, alfombras, paños de todas clases para hombres, indianas, ropa interior de todos clases, sombreros, calzado y otros efectos, se fabrican en la República de México. Este pueblo ha sabido aprovechar con inteligencia y actividad las circunstancias adversas que se han presentado, y con maravillosa rapidez, tratándose de un país como México, se han establecido grandes y pequeñas fábricas para casi todo género de artículos, haciendo uso de maquinaria moderna que puede compararse favorablemente con la que otros pueblos emplean. Algunas de las telas hechas en México son excelentes en cuanto á la trama y urdimbre, siendo además perfectamente acabadas. Las usan en la actualidad mucho más que en tiempo pasado. Una de las grandes ventajas con que cuentan los fabricantes en México es lo barato del trabajo y la facilidad de emplear el agua como fuerza motriz, pues se la encuentra en todas partes, y á menudo en las inmediaciones de los ferrocarriles que pasan por diversos puntos de la República. Los trabajadores inexpertos están bajo la dirección de

cipales bahías de México, y el Gobierno ha dedicado á esto especial atención. En los dos puertos importantes del golfo, Tampico y Veracruz, se han llevado á cabo grandes trabajos con el fin de que los navíos encuentren allí un anclaje seguro. En Salina Cruz y en Coatzacoalco, que son los puertos terminales del istmo de Tehuantepec en el Pacífico y en el Golfo, obras semejantes están en vía de construcción, y es indudable que á medida que el comercio y la industria se desarrollen en México, los puntos más importantes del litoral, tanto oriental como occidental, estarán provistos de todas las facilidades modernas para un tráfico marítimo.

Además de los ferrocarriles, México cuenta con medios de transporte en sus ríos y lagos que pueden desarrollarse mucho, aunque las condiciones topográficas y climatológicas del país son tales, que es impracticable por largas distancias la navegación no interrumpida de los ríos durante todo el año. El Cónsul General de los Estados Unidos, Mr. CRITTENDEN, en un informe publicado en los *Special Consular Reports* de 1895, con el título de "*Highways of Commerce*," dice á este respecto lo siguiente: "La configuración del país y el carácter de las estaciones hecen imposible la existencia de grandes ríos navegables. Es solamente al nivel de la costa que unos pocos ríos se prestan al tráfico por medio de embarcaciones menores, y no son navegables por más de 125 millas los que desaguan en el Golfo, ni por más de 62 los que llevan sus aguas al Pacífico.

Los numerosos picos, cuyas alturas varían de 10,000 á 17,000 pies sobre el nivel de mar, están apenas cubiertos de nieve, y la cantidad que de ésta cae no es suficiente para producir grandes corrientes de agua. En las mesetas centrales hay unos pocos lagos que los indios utilizan, hasta cierto punto, para el tráfico que hacen por medio de pequeñas canoas toscamente construidas. Debido á la topografía, no es posible construir canales, excepto en la costa del Golfo y en las planicies de los Estados centrales y de la frontera del norte; pero el mayor obstáculo á la navegación interior es el hecho de que en ciertas épocas del año, principalmente en la estación seca, ya sea por la evaporación natural ó por el poco cuidado en el uso del agua para regar las tierras, el volumen de los ríos se reduce de tal modo, que no pueden flotar en ellos ni las embar-

caciones más pequeñas. Tarde ó temprano se pondrá coto á este excesivo gasto de agua, porque las autoridades tienen cuidado de proteger y conservar todos los elementos que contribuyen al progreso de México. Esta falta de medios de navegación podría en cierto modo salvarse haciendo canales por donde corriera el agua que existe en depósitos naturales en varias partes de la República, llevándola así, á intervalos, en ciertas estaciones del año, á los ríos y canales navegables á fin de mantener en ellos constantemente la profundidad necesaria.

El Gobierno de México ha demostrado ya que sabe apreciar el valor de empresas de ese género, celebrando contratos para la construccion de canales importantes, incluyendo el de Chijol, de 250 millas de largo, entre Tampico y Tuxpán, y la canalización del río Tempoal que desagua en el Panaco, cerca de Tampico. Hay muchos otros ríos que pueden utilizarse haciendo en ellos trabajos de mayor ó menor magnitud, y cuando México tenga un sistema fluvial eficiente, las condiciones del comercio interior mejorarán notablemente. "Los esfuerzos del Presidente DÍAZ y su generosidad con las empresas de ferrocarril y las líneas de vapores," dice el Cónsul General CRITTENDEN, "han sido los principales factores en el establecimiento de medios de comunicaión en toda la Republica, realizando él así lo que ninguno de su predecesores pudo hacer jamás, esto es, convertir á este país en uno de los más prósperos de la América española. Puede tenerse por cierto que la misma política se seguirá tratándose de los ríos y caminos con los mismos benéficos resultados.

El dasarrollo interno de México y el incremento que han tomado sus industrias y su tráfico tienen especial importancia para el pueblo de los Estados Unidos, no solamente porque contribuyen al aumento general del comercio, sino porque ayudan á crear las mejores condiciones para la inversión del capital americano, para el espíritu de empresa y el trabajo de este país, así como para el consumo de maquinaria, herramientas, ferretería, y otras manufacturas en que los Estados Unidos sobresalen. En las empresas de ferrocarril y de minas de México hay ya invertido mucho capital americano, y es de esperarse que la agricultura y la industria atraerán la riqueza y la inteligencia que no encuentren ocupación en la gran República del norte. Felizmente, los artículos que cada

país ofrece en cambio por los del otro son, con pocas excepiones, de tal naturaleza que no pueden entrar en competencia con los productos de la industria nacional, y á medida que las riquezas de México se desarrollen, los lazos comerciales que unen á los dos países serán mayores y más fuertes para provecho de ambos.

Joseph P. Smith

REPÚBLICA ARGENTINA.

INFORME SOBRE INMIGRACIÓN.

Los siguientes datos relativos á la inmigración en la República Argentina son tomados de un informe oficial en fecha reciente.

No se conoce con exactitud el área de la República, pero se calcula en 1,172,000 millas cuadradas. La población total, según el censo de 1895, es próximamente de 4,000,000 de habitantes ó sea 1.33 por kilometro (3.41 millas cuadradas). Tomando por base la densidad de población en Francia (73 por kilometro cuadrado), encontramos que el país es capaz de contener más de 200,000,000 de habitantes. A pesar de los rápidos é intensos cambios climatológicos, el país es saludable en alto grado y adaptable á los habitantes de las zonas templadas. La mortalidad del país está limitada en gran parte á los niños, á causa de la falta de conocimiento de los padres respecto á los principios de la higiene.

Lo agradable del clima, la fertilidad del terreno, las facilidades para la construcción de ferrocariles por razón de la topografía del país, el número de ríos que lo atraviesan y la extensión de las costas, son causas suficientes á atraer una numerosa y buena inmigración. En las legítimas esferas del trabajo hay espacio para un aumento de población de 90,000 á 100,000 por año. Lo que importa es que el inmigrante traiga algún conocimiento y algún capital, y que venga con el propósito de comprar algún terreno á su llegada, fabricar una casa, labrar la tierra y formar una familia. De esta clase de inmigrantes el país pueda recibir un número ilimitado. En toda la República hay tierras que se pueden comprar á muy bajo precio y que sólo necesitan una ligera preparación para el cultivo, la cría de ganado, etc.

do característico del inmigrante que hasta el presente ha
á este país, establecerse en las ciudades más populosas, en
:mplear su fortuna con mayor provecho tomando tierras y
)las producir.

migración de italianos en la Argentina ha sido hasta ahora
y más numerosa; ellos son los únicos que se han exten-
todo el país, utilizando las ventajas que éste ofrece.

iguientes cuadros muestran cual ha sido la inmigración
los últimos cuatro años y medio, y expresan la nacionalidad
ión de los inmigrantes de 1894–96.

Años.	Número de inmigrantes que han llegado en cada año.
.....	52, 097
.....	54, 720
.....	61, 266
.....	102, 673
:ra mitad).....	135, 734

Nacionalidad.	Número.			
	Primera mitad de 1897.	1896.	1895.	1894.
ricanos.....	37	79	46	79
.....	5	12	11	.....
i.....	143	290	316	269
.....	.....	53	.....	.....
.....	1, 003	963	549	440
.....	96	318	211	248
.....	.....	.....	1	.....
.....	553	58	91	128
.....	264	429	329	385
.....	17	3	2	.....
.....	47	126	115	99
s.....	4	61	36	18
.....	.....	8	.....	.....
.....	1, 652	3, 480	2, 448	2, 107
.....	436	1, 039	1, 067	971
.....	13	3	12	7
.....	23, 303	75, 204	41, 203	37, 699
.....	25	212	27	117
s.....	2	3	5	.....
.....	1	.....	1	.....
es.....	76	212	178	200
.....	18	20	6	2
.....	301	575	2, 336	3, 132
.....	7, 198	18, 051	11, 288	8, 122
.....	22	52	62	42
.....	162	679	465	516
.....	251	724	369	122
i.....	105	13	52	17
il.....	35, 734	102, 673	61, 226	54, 720
inual.....	.....	41, 447	6, 506	2, 653

Profesiones y oficios.	1896.	1895.
Agricultores	58, 388	32, 941
Boticarios	11	16
Arquitectos	3	6
Panaderos	74	66
Barberos	92	54
Herreros	527	322
Encuadernadores	26	19
Albañiles	2, 243	917
Fabricantes de ladrillos	158	46
Ebanistas	59	43
Calafateadores	23	19
Carpinteros	886	634
Escribientes y amanuenses	1, 572	839
Cocheros	49	46
Cocineros	461	308
Toneleros	87	74
Dependientes	581	204
Trabajadores	15, 983	8, 988
Dibujantes	22	11
Doctores	21	9
Tintoreros	27	19
Ingenieros	9	5
Maquinistas	87	75
Grabadores	16	8
Pescadores	59	34
Fabricantes de muebles	34	17
Jardineros	246	102
Doradores	44	36
Fabricantes de guantes	38	17
Sombrereros	64	31
Ensambladores	28	19
Litógrafos	16	4
Mecánicos	80	64
Harineros	85	52
Mineros	418	309
Músicos	226	81
Pintores	42	29
Farmacéuticos	19	10
Fotógrafos	32	16
Impresores	18	11
Talabarteros	53	47
Aserradores	67	32
Marineros	165	96
Costureras	2, 983	1, 498
Maestros de escuela	.....	.....
Zapateros	687	276
Tenderos	2, 128	1, 123
Cantores	86	96
Fogonero	307	211
Picapedreros	496	141
Maestros de obra	19	15
Agrimensores	9	5
Sastres	582	218
Curtidores	161	147
Caldereros	.....	17
Hojalateros	62	87
Torneros	42	38
Cajistas	.....	.....
Vinicultores	150	124
Relojeros	.....	.....
Tejedores	105	87
Sin profesión ni oficio	11, 717	10, 467
Total	102, 673	61, 226

BOLIVIA.

FOMENTO DEL COMERCIO CON LOS ESTADOS UNIDOS.

En una comunicación dirigida al Director de esta Oficina sobre el desarrollo general del comercio entre Bolivia y los Estados Unidos, y sobre los esfuerzos que á este fin está haciendo dicha Oficina, el Señor DON LUIS PAZ, Ministro de Bolivia en los Estados Unidos, dice lo siguiente:

* * * * * * *

"Han sido repetidos los ensayos del comercio de manufacturas de las plazas de Bolivia con la América del Norte, y han encontrado con los inconvenientes de falta de trasportes directos y de relaciones de bancos. La mayor parte de los algodones, particularmente de los lienzos, que se consumen en Bolivia son de la América del Norte, comprados en Europa, por las ventajas que ofrecen los transportes directos á Buenos Aires ó a los puertos del Pacífico y por las facilidades en los giros de valores.

"Conviene llamar la atención del Gobierno y de los industriales americanos sobre estos puntos esenciales para las relaciones del comercio. He procurado interesar á mi Gobierno y á mi país para que abran las corrientes comerciales é industriales con la América del Norte que puede hacer competencia ventajosa á Europa sobre muchos artículos.

"Con este objeto he presentado extensos informes sobre los medios de hacer propaganda con el Bureau of American Republics y con el Philadelphia Museum, haciendo conocer nuestras fuentes de produccion y de riquezas."

* * * * * * *

BRASIL.

NUEVA CAPITAL DE MINAS GERAES.

En 12 de diciembre último se celebró, con las formalidades del caso, la traslación oficial á Bello Horizonte de la capital del Estado de Minas Geraes. Asistieron al acto todos los funcionarios y principales ciudadanos del Estado. El Gobernador firmó

en el acto el decreto trasladando la capital de Ouro Preto á Bello Horizonte.

La siguiente breve descripción de la nueva capital, está tomada del Jornal do Commercio de Rio: "La ciudad de Bello Horizonte está situada en un extenso y hermoso valle rodeada por cuatro colinas de poca elevación, circundada en parte por la cordillera de El Rei, y dividida por un pequeño río (el Arrudas) y sus tributarios. La ciudad contiene treinta y ocho edificios públicos; los principales son el Capitolio, no concluido todavía, los cuatro Departamentos del Interior, de Hacienda, de Agricultura, y de Policía; la Imprenta del Gobierno; la Audiencia; el Gimnasio y el Establecimiento de fuerza eléctrica; la Iglesia del Rosario; las residencias de varios secretarios, y jefes de oficina; la estación de ferrocarril y un gran número de casas de estilo moderno. La población total de la ciudad es de unos 12,000 habitantes.

Una de las partes más importantes de la ciudad es el parque central, que contiene 178 acres. Las calles son rectas y tienen una anchura de 65 pies; son intersectadas por avenidas de 114 pies de ancho. La avenida principal es la de Affonso Penna, de 162 pies de ancho y 347 yardas de largo. Hay agua en abundancia y la ciudad está alumbrada por luz eléctrica, inaugurada el 11 de diciembre.

Los gastos de traslación de la capital y los ocasionados por la construcción de nuevos edificios destinados al servicio del ramal de ferrocarril Bello Horizonte, han ascendido, hasta el presente, á la suma de $11,000,000.

COLONIA DE BELIZE.

OPORTUNIDADES COMERCIALES.

El Cónsul ALBERT E. MORLAN dice, en un informe dirigido al Departamento de Estado, publicado en los "*Consular Reports of the United States*" correspondientes al mes de febrero, que la municipalidad de Belize, capital de la colonia de este nombre, está considerando el proyecto de proveer aquella ciudad con todo lo necesario para la extinción de incendios. El informe dice en sustancia que tal vez se necesiten dos bombas de vapor, por lo

menos, con las mangueras, carretones, escaleras, etc., que se necesiten, así como también una torre de agua, con cañerías maestras y bocas de agua para las principales calles. Los que deseen entrar en los detalles de este asunto, pueden comunicarse con el Cónsul de los Estados Unidos, quien presentará sus proposiciones, etc., á las autoridades.

Tratando del comercio de los Estados Unidos con la Colonia de Belize, dice el Cónsul MORLAN que los Estados Unidos casi monopolizan dicho mercado, pero que debido á los activos esfuerzos de las compañías "Anglo-Swiss" y "Nestlé," que negocian en leche, este artículo americano, aunque se considera superior, apenas tiene ya salida en el mercado. El mencionado Cónsul aconseja á los hombres de negocios que quieran extender sus operaciones en aquel país, que se unan y establezcan una agencia activa en Belize. Hay allí oportunidades para el desarrollo del comercio en leche, aguas gaseosas, paños, géneros de algodón, drogas, loza común, cristalería, ferretería y cuchillería, sombreros, pinturas, víveres, galletas en lata, cuerdas y bramante, artículos de talabartería, perdigones y municiones, sedas, géneros de lana, cerveza blanca y negra, velas, pólvora, aceites (no minerales), jabón, licores y vinos, ladrillos, arroz y sal.

CHILE.

ESTADÍSTICA COMERCIAL DE 1896.

Esta Oficina acaba de recibir la estadística oficial del comercio extranjero y de cabotaje de Chile durante el año 1896, y hacemos de aquel valioso y amplio documento, el siguiente extracto. En las computaciones se le da al peso un valor de 76 centavos, oro. El valor de las mercancías sujetas á derechos de importación, está tomado de la valuación establecida en los aranceles, y el de los artículos que entran libres de derecho se calcula por los precios declarados en las facturas. El valor de las exportaciones se calcula con arreglo á los precios corrientes del mercado.

La estadística comprende dos secciones: una bajo el título de "Comercio General," y la otra bajo el de "Comercio Especial." La primera sección comprende todos los géneros que se importan en el país, ya sean para el consumo local ó ya para ser reembarcados,

y todos los artículos que se exporten, incluyendo los de tránsito. La segunda sección comprende, clasificadas, todas las importaciones destinadas al consumo nacional, todas las exportaciones de manufacturas nacionales y las manufacturas de orígen extranjero que se saquen de las aduanas para reembarcarlas. El primer cuadro, ó sea el del "Comercio General," muestra el valor total de las importaciones y exportaciones de la República en el año 1896, comparado con el de 1895, y el aumento ó diminución correspondientes. Se verá por este cuadro que hay una diminución en el comercio extrangero, ascendiente á $13,278,000.

El segundo cuadro contiene las cifras del "Comercio Especial," y muestra un aumento de $6,315,785 en 1896, que es el aumento mayor que se registra en los anales estadísticos de la República.

	1895.	1896.	1896.	
			Aumento.	Diminución.
Comercio General:				
Importación	$83, 856, 789	$68, 464, 717	.....	15, 392, 172
Exportación	76, 244, 441	78, 358, 612	2, 114, 171	.....
Total	160, 101, 230	146, 823, 229	2, 114, 171	15, 392, 172
Comercio Especial:				
Importación	69, 206, 552	74, 082, 805	4, 876, 253	.....
Exportación	72, 919, 882	74, 359, 414	1, 439, 532	.....
Total	142, 126, 434	148, 442, 219	6, 315, 785	.....

Las cifras del comercio de tránsito acusan un aumento de $514,639 en 1896; el comercio de cabotaje sufrió un descenso de $36,219,204, comparado con el de 1895.

El siguiente cuadro, que expresa el valor de la importación por países, acusa un aumento en la importación de artículos provenientes de los Estados Unidos, que ascendió á $2,229,551.

Países.	1895.	1896.	1896.	
			Aumento.	Diminución.
Gran Bretaña	32, 086, 959	30, 249, 002	.....	1, 837, 957
Alemania	17, 299, 039	29, 080, 943	2, 781, 904	.....
Estados Unidos	4, 579, 614	6, 807, 155	2, 227, 551	.....
Perú	4, 476, 388	4, 397, 230	.....	59, 158
Argentina	5, 141, 351	4, 105, 244	.....	1, 036, 107
Francia	1, 644, 059	2, 834, 216	1, 190, 157	.....
Australia	680, 479	1, 522, 293	841, 814	.....
Uruguay	498, 443	711, 641	213, 198	.....
Italia	539, 790	692, 534	152, 744	.....

Países.	1895.	1896.	1896.	
			Aumento.	Diminución.
India	593, 575	557, 530	.....	36, 045
España	361, 438	469, 753	108, 316	.....
Bélgica	208, 283	330, 925	122, 542	.....
China	157, 538	284, 668	127, 130	.....
Ecuador	172, 685	197, 388	24, 703	.....
Brasil	301, 006	186, 622	.....	114, 384
Paraguay	230, 141	182, 450	.....	47, 691
Polinesia	3, 108	168, 024	164, 916	.....
Colombia	99, 307	130, 092	30, 785	.....
Costa Rica	80, 064	97, 213	17, 149	.....
Suecia	.....	20, 360	20, 360	.....
Guatemala	3, 054	10, 391	6, 537	.....
Holanda	48	570	522	.....
Bolivia	18	250	232	.....
Portugal	250	130	.....	120
Suiza	4, 610	.....	.....	4, 610
Pesca de ballena	64, 405	46, 171	.....	18, 234
Total	69, 206, 552	74, 082, 805	8, 030, 559	3, 154, 306

Aumento en 1896, $4,876,253.

El tanto por ciento de la importación que hace en Chile cada uno de los principales países, es come sigue:

Gran Bretaña	40. 83
Alemania	27. 10
Estados Unidos	9. 18
Perú	5. 93
Argentina	5. 54
Francia	3. 82
Australia	2. 05

Como se ve por el cuadro precedente, el valor de la exportación, sin incluir el comercio de tránsito, ascendió á $74,359,414, distribuidos en las siguientes partidas:

Productos mineros	$61, 322, 833
Productos agrícolas	11, 124, 379
Artículos manufacturados	54, 922
Miscelánea	105, 409
Efectivo	768, 012
Total	73, 385, 645
Artículos extranjeros que pagaron derechos	412, 827
Efectivo extranjero	560, 942
Total	74, 359, 424

Comparada esta cantidad con la del año precedente, resulta un aumento de $1,439,532. Del análisis de las partidas resulta un aumento de $1,146,342 en los productos mineros; de $1,769,226

en los productos agrícolas, y de $1,964 en los artículos manufacturados. Las siguientes partidas acusan un descenso en 1896, comparadas con sus similares de 1895: Miscelánea, $105,188; efectivo, $703,478; artículos extranjeros que pagan derechos, $147,790, y efectivo extranjero, $521,544. El descenso del nitrato fué de $1,596,843; el del carbón, de $126,667, y el del oro, $98,758.

Las estadísticas comerciales en que nos occupamos, contienen además del comercio general de 1896, una sinopsis del comercio de la República, correspondiente á la primera mitad de 1897, comparado con el de igual período en 1896. El valor total del comercio de la primera mitad de 1897, fué de $59,003,284, contra $77,099,201 en los primeros seis meses de 1896. La importación de 1897, ascendente á $32,032,677, acusa un descenso de $5,997,883, comparada con la de 1896. El valor de la exportación en 1897 fué de $26,970,607; comparadas estas cifras con las de la exportación durante igual período en 1896, resulta un descenso de $12,098,034.

GUATEMALA.

MEDIDAS ECONÓMICAS.

El Departamento de Estado ha recibido de la Legación de los Estados Unidos en Guatemala, copia de dos decretos relativos á la situación económica de aquella República. El primer decreto dispone que desde el 1° de enero del corriente año, quedarán unificadas todas las deudas reconocidas por el Gobierno, y que para seguridad de los acreedores se emitirán bonos de la deuda interior que se cambiarán por los actuales bonos de la deuda flotante, por los de los tres millones, por los de la exposición, por los del empréstito de los bancos en mayo, por los del empréstito de setiembre y por los documentos autorizados á cargo del comité de la exposición centro americana.

Los bonos de la deuda interior serán de $100, $500 y $1,000 y devengarán un interés de 12 por ciento anual. Estos bonos serán amortizados por sorteos trimestrales que comenzarán en marzo de 1899 y las cantidades serán determinadas en el presupuesto. El interés será pagado por el Banco de Guatemala al

in de cada mes á partir de enero de 1898. Los bonos de la deuda flotante serán cambiados por los de la deuda interior con el descuento de la mitad del interés acumulado á la fecha. Las fracciones menores de $100 no pagarán interés, y el Director General de Cuentas emitirá certificados en cambio de las mismas. Los bonos de la deuda interior destinados á cubrir los documentos del empréstito de guerra de setiembre, quedarán en poder del Director General de Cuentas y serán entregados á los tenedores de dichos documentos una vez que los presenten cancelados.

Para el servicio de esta deuda se consignan 15 centavos del impuesto sobre cada botella de aguardiente que se venda en los depósitos nacionales, desde el 1° de enero hasta el 30 de setiembre de 1898, y después de esta fecha se reservarán asimismo 25 centavos del impuesto y 5 por ciento de los derechos sobre las mercancías extranjeras. El Banco de Guatemala queda encargado del servicio de la deuda interior.

El segundo decreto dispone la redención gradual, en plata, de odos los billetes en circulación que sean presentados á los bancos e la República. Este decreto declara en sustancia que el Presiente, considerando que el permiso concedido á los bancos para spender los pagos en metálico expira el 1° de enero de 1898, ispone que se recojan en los meses de enero y febrero de 1898 os billetes de $1 y $5; en marzo los de $1, $5, $10 y $50; en bril los de $1, $5, $10, $20, $25 y $100; y en mayo quearán establecidos los pagos en plata, en general. Los depósitos echos en los bancos después del 1° de enero, se pagarán en la lase de moneda en que se hicieren, ya sea billete o ya metálico. El decreto de 21 de mayo queda alterado en el sentido de que los billetes no incluidos en el cambio gradual mencionado, continuarán como moneda de curso legal hasta el 30 de abril de 1898.

NICARAGUA

LA COSECHA DE PLÁTANOS EN BLUEFIELDS.

Los siguientes datos relativos á la cosecha de plátanos de Bluefields en noviembre de 1897, son tomados de un informe oficial dirigido al Departamento de Estado.

Número y precio de los racimos de plátanos exportados en noviembre de 1897 y noviembre de 1896.

Año.	Racimos.	Precio.	
	Número.	*Pesos.**	*Centavos.*
1897	32,000	.50	20.6
	45,000	.40	16.5
	8,500	.20	8.4
	11,500	.10	4.1
	97,000	.....	.....
1896	11,000	.35	16.05
	29,000	.30	13.75
	4,000	.15	6.88
	44,000	.....	.....

* Pesos de Nicaragua.

El importe pagado á los plantadores en noviembre de 1897, fué de 36,850 pesos ($15,227.27), y la cantidad pagada por flete, etc., fué 30,487.59 pesos ($12,598.17). En igual mes del año anterior, se pagaron 13,150 pesos ($6,032.12) á los plantadores y el importe de los fletes fué 14,936.60 pesos ($6,851.65). Total en noviembre de 1897, 67,337.59 pesos ($27,825.44), contra 28,086.60 pesos ($12,883.77) en noviembre de 1896.

En noviembre de 1897 se despacharon cinco cargamentos para Nueva Orleans, que comprendían un total de 45,000 racimos enteros, 8,500 medios racimos y 11,500 cuartos racimos; y dos cargamentos para Mobile que hicieron un total de 32,000 enteros. En noviembre de 1896, se despacharon dos cargamentos para Nueva Orleans (17,000 enteros y 4,000 medios), y dos para Mobile (23,000 enteros). En noviembre de 1896, sólo había dos líneas de vapores; ahora hay tres, y una de las compañías tiene dos vapores. El aumento de precio, dice el Agente consular, se debe á la competencia entre los exportadores.

PARAGUAY.

EL PARAGUAY EN LA EXPOSICIÓN DE BRUSELAS.

El honorable JOHN STEWART, Cónsul General del Paraguay en los Estados Unidos, ha remitido á esta Oficina la siguiente memoria escrita por el Ministro de Relaciones Exteriores, Don

sé DECOUD, relativa á la parte que aquella República tomó en Exposición Internacional de Bruselas de 1895.

La participación que el Paraguay ha tenido en el gran certamen ernacional últimamente celebrado en Bruselas, á pesar de que ro que concurrir de un modo precipitado por el corto tiempo que dispuso para ello, ha venido á demostrar de una manera lmaria los grandes adelantos realizados en aquel país en estos timos años.

El Paraguay, cuyo pasado tanto contribuyó á perjudicarle á los os del extraniero, ya no es actualmente la región misteriosa de niestras dictaduras, sino un pueblo viril y emprendedor, fortalecido aliento moderno, donde el inmigrante honrado, como el rico ipitalista, hallarán ancho campo á su actividad, al amparo de las ás ventajosas leyes y de uno de los gobiernos más liberales de ud América.

Después de la guerra con la triple alianza argentino-brasilero-iental, en que consumió casi todas sus energías, el Paraguay se i levantado con sus propios esfuerzos y en 25 años de constante abajo, bajo los benéficos auspicios de una paz casi nunca inter-mpida, ha sabido conquistarse un puesto honroso y respetable tre sus hermanas del sur. Prueba de esto es el éxito obtenido i la última exposición de Bruselas.

Tanto las artes como las industrias, la agricultura y la biblio-afía nacional tuvieron allí honrosa representación, como lo ueban los premios obtenidos, muy superiores á los que se les i discernido anteriormente en casos análogos y con un número ucho mayor de expositores, lo cual hace suponer fundadamente ue si dificultades motivadas por el receso de las Cámaras legis-tivas no hubieran impedido á este país prepararse para el certa-en con algunos meses de anticipación, habría figurado con esperado brillo entre los demás países.

La impresión producida por la sección paraguaya no ha dejado, in embargo, de responder á sus méritos, á juzgar por los siguientes árrafos que entresacamos del informe del Señor OOSTENDORP:

La sección del Paraguay fué una de las primeras visitadas, y tuve el honor de sperar á S. M., teniendo á mi lado al Sr. HEMELEERS FIÉVÉ, Cónsul de la Repú-lica en Bruselas. La vista del palacio nacional en la Asunción, representada or el gran cuadro decorativo de que ya he informado á V. E., hizo impresión á . M. y me pidió detalles á este respecto; dirigiéndose entonces al Señor Ministro

de la Industria y del Trabajo, hizo la muy amable observación de que se podría ir al Paraguay con el objeto de buscar inspiraciones para erigir nuevos edificios. Los muebles de madera del país llamaron también la atención del Rey, y preguntó si habían sido hechos en Europa, á lo que pude, con mucho placer, contestar que fueron hechos en el Paraguay.

Se puede decir que para muchos visitadores, la sección es una verdadera lección objetiva del estado avanzado de cultura del Paraguay, así como lo demuestran los productos mandados y la numerosa é interesante colección de vistas fotográficas de la capital y del campo.

Los premios obtenidos han sido los siguientes:

Cuatro diplomas, grand prix.

Dos diplomas de honor.

Ocho diplomas, medalla de oro.

Diez y seis diplomas, medalla de plata.

Quince diplomas, medalla de bronce.

Cinco diplomas, mencion honorífica.

Total, 50 premios para 40 expositores, debiendo advertirse que en la Exposición Universal de Paris de 1889 el Paraguay obtuvo 54 distinciones, con solo dos grand prix para un núnero de expositores mucho mayor.

Los premios enumerados corresponden en su mayor parte á la industria y á la agricultura nacionales, habiendo llamado también muchísimo la atención la poderosa riqueza vegetal de aquella tierra y las especialísimas propiedades de la yerba mate, cuyo uso se halla tan generalizado en la parte meridional de la América del Sur, comenzando ya también á propagarse en las regiones del norte.

SANTO DOMINGO.

NOTAS COMERCIALES.

Mr. E. D. York, secretario de la compañía denominada "San Domingo Improvement Company," ha tenido la bondad de remitir á esta Oficina las copias de tres decretos del Ejecutivo referentes á la exportación de ganado, al comercio exterior con Haití y á las concesiones de petróleo en La Romaña.

Por el primer decreto se permite la exportación de ganado vacuno y caballar, pero limitado á los animales machos, pues la exportación de hembras queda expresamente prohibida. Los

derechos de exportación serán de $2, oro, por cabeza. Los puertos de Barahona y La Romaña están abiertos á esta exportación, pero los buques que vengan del extranjero á cargar ganado en dichos puertos, están obligados á solicitar el debido permiso en el puerto de la capital, donde serán despachados por el Administrador de Hacienda si van á Barahona, y por el Comisario del Gobierno, is se dirigen a La Romaña.

El segundo decreto dispone que todas las mercancías extranjeras introducidas en la República por la frontera, paguen los mismos derechos que las mercancías provenientes de países extranjeros, y que queden sujetas á las mismas formalidades que se exijen en las aduanas. Los productos haitianos, manufacturados en Haití, no pagarán derechos de importación.

El tercer decreto autoriza la instalación en La Romaña de una refinería de petróleo con la obligación de fabricar petróleo de 150°. Este decreto dispone, además, que el petróleo que se introduzca del extranjero sea sometido á un análisis y confiscado si no tiene los 150° que se exije. Los derechos de este artículo serán de 40 centavos por galón.

El siguiente cuadro contiene las cifras que acusan la importación de mercancías nacionales de los Estados Unidos en Santo Domingo, durante los doce meses que terminaron en 30 de junio de 1896, y durante igual período en 1897:

	1896.	1897.
Instrumentos de agricultura	$2,981	$1,428
Libros, mapas, impresos	1,477	1,336
Cereales:		
Maíz	1,131	389
Harina de trigo	135,980	163,078
Carruages, carros, y carretas	10,764	20,588
Carbón de piedra y cok	15,160	26,211
Manufacturas de algodón	114,749	92,831
Otras manufacturas de algodón	10,199	31,012
Bicicletas	266	4,908
Frutas y nueces	2,234	2,388
Lúpulo	249	287
Hierro, acero y sus manufacturas	12,967	11,283
Máquinas de coser	1,380	1,798
Otras máqinas	115,427	106,252
Cuero, manufacturas de	721	1,177
Efectos navales:		
Pez rubia alquitrán, trementina y brea	4,990	5,036
Aguarrás	221	312
Aceites:		
Mineral	45,807	52,486
Vegetal	15,329	15,616

	1896.	1897.
Provisions:		
Carne de vaca en lata	$56	$72
Carne de vaca salada	1,961	2,612
Sebo	32,590	21,037
Tocino	1,905	2,706
Jamón	6,460	7,316
Carne de puerco	9,192	4,357
Manteca	37,247	23,077
Mantequilla	5,464	7,331
Queso	4,798	4,711
Semillas	613	538
Azúcar y melaza	2,885	2,332
Tablazón	69,099	65,512
Tablas de ripia	2,958	9,544
Manufacturas de madera	15,166	20,692

VENEZUELA.

COMERCIO ENTRE LOS ESTADOS UNIDOS Y VENEZUELA.

Mr. PROSKAUER, Cónsul de los Estados Unidos en Puerto Cabello, ha dirigido al Departamento de Estado un extenso informe sobre las oportunidades que ofrece Venezuela al espíritu emprendedor y comercial de los Estados Unidos. Dice el mencionado Cónsul que el comercio en cuchillería, cristaleria, tejas de barro y artículos semejantes, es susceptible de gran desarrollo, pues los artículos de esta clase, aun los de mediana ó inferior calidad, tienen fácil salida.

La importación de tabaco ha quedado reducida á muy estrechos límites por causa de los altos derechos impuestos sobre aquella hoja y del consecuente desarrollo de su cultivo y manufactura en Venezuela, que se cree será en breve un país exportador de tabaco.

A 6 millas de Puerto Cabello, se ha descubierto un mármol de calidad superior y se ha fundado un establecimiento, que ha costado más de $50,000, para la explotación de las canteras.

El carbón que se consume en los ferrocarriles viene principalmente de Inglaterra, pero Mr. PROSKAUER cree que haciendo el debido esfuerzo, podría introducirse con provecho en el país el carbón de Alabama y Virginia, que reemplazaría á la postre el carbón de Inglaterra. Esto es practicable por razón de la proximidad de las minas de América y de la tendencia de los comerciantes y fabricantes americanos á aumentar y monopolizar el comercio de Venezuela.

A continuación se insertan unos párrafos del mencionado informe, que tratan del comercio entre los Estados Unidos y Venezuela, y contienen indicaciones prácticas de importancia:

* * * Nuestro comercio con este país está grandemente restringido por la ausencia de casas de comercio americanas, bancos, etc. Es casi innecesario decir que todas las casas de importancia están en comunicación con otras de los Estados Unidos, pero es evidente que esta comunicación no puede ser, ni con mucho, tan eficaz como la que existiría entre las casas americanas y sus sucursales aquí.

Una de las mayores dificultades comerciales que existen deberia ser mejor comprendida y reconocida como una verdad. Me refiero al sistema de conceder seis, nueve y hasta doce meses de crédito, facilitando así al comerciante le hacer el pago de las mercancías al tiempo de la cosecha. Los bancos son limitados, y en algunos lugares no los hay; por consiguiente, los comerciantes quedan á la merced de los prestamistas, si es que han de pagar sus letras en sesenta ó noventa días, como entre nosotros, lo cual implica un interés de 1 ó 1½ por ciento y con frecuencia más. Los tipos del cambio podrían uniformarse más fácilmente de aquella suerte, pues aunque no son gravosos por lo general, son, sin embargo, excesivos á veces. El sistema monetario tiene de hecho por base el oro, pues la plata y el oro se entrecambian. Como el Gobierno no emite papel moneda, los únicos billetes que circulan son los del Banco de Venezuela y los del de Caracas, los cuales están limitados al uso local.

LA MINA "EL CALLAÖ."

Según el *Venezuelan Herald*, esta famosa mina, con toda su maquinaria y dependencias, ha sido vendida por la compañía primitiva en pública subasta por la suma de 600,000 bolívares. DALTON & Co., de ciudad Bolívar, la compraron, y se supone que dicha compañía representa un grupo de capitalistas de los Estados Unidos. Si se toma en consideración que las obras hechas allí costaron más de 400,000 bolívares, se ve que la mina fué vendida á un precio muy bajo.

Se cree que la nueva compañía dará muy pronto principio á la explotación de la mina, y se espera que esta recobrará su antiguo esplendor.

Refiriéndose á la mina, el *Herald* dice lo siguiente:

"A fin de que nuestros lectores se formen una idea de la riqueza de esta mina en lo pasado, podemos asegurarles que, según informes oficiales, que se extienden desde 1871 hasta 1891, la cantidad de oro que produjo ascendió á $24,290,923.

EL PRESIDENTE DON IGNACIO ANDRADE.

El General Don IGNACIO ANDRADE, actual Presidente de Venezuela, nació en Mérida en 1839; desciende de una familia ilustre del país y es hijo del General Don JOSÉ ESCOLÁSTICO ANDRADE. El Señor Don JOSÉ ANDRADE, distinguido Ministro de Venezuela en los Estados Unidos, es uno de sus hermanos.

El Presidente Señor ANDRADE ha figurado por muchos años en los asuntos públicos de Venezuela y ha ocupado numerosos puestos de prominencia y responsabilidad. El Señor ANDRADE, en su vida pública, no se ha limitado á los asuntos políticos, sino que es también un soldado distinguido que mandó un cuerpo de ejército, y tomó parte muy importante en la revolución de 1892, la cual colocó al General Don JOAQUIN CRESPO á la cabeza del Gobierno.

El nuevo Presidente ha viajado mucho y está perfectamente identificado con el espíritu de la época. Residió en Europa por muchos años y ha visitado á los Estados Unidos en varias ocasiones. Su elección para la Presidencia, en setiembre último fué casi unánime, pues recibió 406,000 votos de los 490,000 que se depositaron.

El Honorable FRANCIS B. LOOMIS, ministro de los Estados Unidos en Venezuela, y el cual está ahora en este país, cree que la administración del nuevo Presidente es favorable á la continuación de las relaciones cordiales entre los dos países y al mayor ensanche del comercio. Mr. LOOMIS dice que Venezuela necesita capitales, y que el Presidente Señor ANDRADE desea fomentar la inversión en Venezuela de capitales extranjeros, así como también la inmigración, especialmente de los Estados Unidos.

VENEZUELA.

ARANCEL DE DERECHOS DE IMPORTACIÓN DE 1897–1898.

Número 30.

ART. 1° — Las mercaderías procedentes del extranjero que se introduzcan por las Aduanas de la República se dividen en nueve clases, á saber:

1ª Clase, libre.

2ª Pagará por kilogramo diez céntimos de bolívar.*

*El *bolívar* vale una peseta (valor nominal) y se divide en 100 céntimos. Con respecto á pesas y medidas, Venezuela ha adoptado el sistema métrico.

3ª Pagará por kilogramo veinticinco céntimos de bolívar.
4ª Pagará por kilogramo setenta y cinco céntimos de bolívar.
5ª Pagará por kilogramo un bolívar veinticinco céntimos.
6ª Pagará por kilogramo dos bolívares cincuenta céntimos.
7ª Pagará por kilogramo cinco bolívares.
8ª Pagará por kilogramo diez bolívares.
9ª Pagará por kilogramo veinte bolívares.

§1.—Clase I.

Libre.

Aguas minerales.

Animales vivos, excepto las sanguijuelas.

Almas, fondos ó calderas de hierro, parrillas, tambores y juegos de trapiches y los ejes y almas para los mismos y el hierro nativo, así como el viejo en piezas inutilizadas propios ambos para fundición.

Arados y rejas de arado ó puyones, azadas, azadones, calabozos, chícoras, chicurones, escardillas, hachas, palas, picos, tasíes, podaderas, con ó sin mangos de madera y los machetes de rozar.

Artículos que se importen por orden del Gobierno.

Aparatos y máquinas para el alumbrado por gas y para producirlo, y también los que sirven para incubar huevos y para generar vapor del residuo del petróleo. El carbón mineral y carbón para producir la luz eléctrica.

Anzuelos y alambre propio para cercas con púas ó en la forma indicada en el *cliché* comprendido en la Resolución de 13 de junio de 1894, y también las grapas con que se fija dicho alambre.

Bombas para incendio.

Cimento romano.

Carruajes, utensilios y materiales destinados exclusivamente para caminos de hierro.

Cenizas de madera y orujo de uvas para abono.

Efectos que traigan consigo para su uso los ministros públicos y agentes diplomáticos de la República, á su regreso á Venezuela.

Equipajes, efectos y muebles usados de los venezolanos que hayan residido más de dos años en Europa ó los Estados Unidos del Norte, y que quieran restituirse á Venezuela, siempre que llenen los requisitos establecidos en el artículo 178 de la Ley XVI del Código de Hacienda y los de los extranjeros domiciliados en el país siempre que reunan ó concurran en ellos las mismas circunstancias por las cuales se les acuerda á los venezolanos.

Equipajes del uso de los pasajeros, con exclusión de los efectos que no hayan sido usados y de los muebles, los cuales pagarán según la clase á que corresponden. Los derechos de los efectos no usados que se traen en los equipajes se recargan con un 20 por ciento.

Esferas ó globos celestes ó terrestres, las cartas hidrográficas y de navegación, los mapas de todas clases y los planos topográficos de minas, litografiados ó impresos.

Extracto de cuajo.

Guano y también el hielo cuando se importe por los lugares donde no hay maquinarias establecidas, con autorización del Gobierno, para producirlo.

Huevos.

Libros impresos en pliegos ó á la rústica que traten de ciencias, artes y ofici catálogos, periódicos y muestras de escritura propias para las escuelas de prir ras letras.

Maderas aparejadas á la construcción naval y las trozas de pino, pitchpi propias para mástiles y también las cuadradas de pitchpine de más de 0^m, 25 espesor, roble ú otras maderas ordinarias no especificadas propias para ser a rradas en tablas, cuartones, ó en cualquiera otra forma.

Máquinas para imprentas y los útiles para dar forma á la impresión, co tipos, interlíneas, tinta preparada, el papel blanco de imprenta sin cola ó gom también el grueso para hacer matrices y el metal compuesto de plomo y alumi que se emplean para imprimir según el sistema de estereotipia.

Máquinas propias para la agricultura y explotación de minas, telares, aser deros y fundiciones, no especificados en otras clases, así como también las prop para artes y oficios, cuando los mismos industriales las importen, debien expresarse el uso que han de hacer de ellas y previa orden del Gobierno.

Máquinas y aparatos para telégrafos eléctricos, previa orden del Gobierno.

Motores de vapor de cualquiera clase y los molinos de viento con todos accesorios, previa orden del Gobierno.

Muestras de telas en pequeños pedazos, cuyo peso no exceda de 25 kilo también de papel de tapicería que no excedan de 50 centímetros de longitud de otros objetos, siempre que por su dimensión y otras circunstancias no pued ofrecerse en venta.

Objetos artísticos de carácter monumental, previa orden del Gobierno.

Platino ú oro blanco, el oro ó la plata sin manufacturar y también el oro moneda legítima.

Plantas vivas de todas clases, y los herbarios ó colecciones de plantas secas q no sean medicinales; las semillas para sembrar, y las papas menudas grelada retoñadas propias únicamente para sembrar que á juicio del Ejecutivo se traig con este destino.

Producciones de Colombia que se introduzcan por las fronteras con aquel p siempre que gocen de igual exención en aquella República las producciones Venezuela.

Puentes con sus cadenas, pisos y demás adherentes, cuando sean para uso blico ó empresas agrícolas, pues de lo contrario pagarán el derecho corresp diente á las materias de que se compongan.

Relojes para uso público, cuando sean introducidos por el Gobierno Nacio

Resortes, ejes, llantas y planchas para carros y coches que hayan de co truirse en el país.

Los objetos en que se introduzcan los artículos libres como baúles, sacos noche, carteras, mantas ó telas que no desmejoren su precio ordinario, se pesa por separado y pagarán el derecho que á cada uno corresponda.

§2.—Clase II.

Diez céntimos de bolívar.

Acido sulfúrico y gas ácido carbónico líquido.

Afrecho y tortas de afrecho y de residuos de linaza para alimento de animales.

Alambre de hierro galvanizado, no manufacturado.

Almagre, greda, ocre, blanco de España, arcilla, caput-mortuum y toda tierra para edificios.

Alquitrán mineral ó vegetal, asfalto, petróleo bruto y betunes de todas clases, excepto el del calzado.

Arcos ó flejes de hierro ó de madera para pipas, bocoyes y cedazos.

Arroz en grano.

Avena.

Barras de hierro (como herramientas).

Botellas comunes de vidrio negro ó claro ordinario, para envasar licores, damajuanas, ó garrafones vacíos y los frascos cuadrangulares del mismo vidrio en que viene ordinariamente la ginebra.

Bombas hidráulicus con sus respectivos tubos, válvulas y demás piezas accesorias.

Botes y lanchas armados ó en piezas y los remos, velas y anclas para estas embarcaciones pequeñas.

Brea, rubia ó negra.

Cal hidráulica, cal común y cualquier otro material semejante de construcción, no incluido en otras clases.

Carnaza, desperdicios ó garras de cueros y las tripas secas de carnero que emplean las salchicherías.

Cáñamo ó estopa en rama ó torcida para calafatear ó estopar, la estopa embreada y los desperdicios de algodón para limpiar máquinas.

Cañerías ó conductos de hierro ó de plomo para cañerías y los codos y conexiones para dichos tubos.

Cartón en pasta.

Cartón impermeable para techar edificios y otros usos.

Carros, carretas y carretillas de mano.

Cebada en concha.

Centeno y trigo en grano.

Coches, calesas, quitrines, omnibus, faetones y toda clase de carruajes no comprendidos en otras clases.

Corteza de encina, de roble ó de otros árboles que se emplean en las curtidurías.

Harina de cebada, de garbanzos ó sea revalesciére de Barry y cualquiera otra harina no especificada en otras clases.

Hielo que se introduzca por los puertos donde haya establecidas, con autorización del Gobierno, máquinas para producirlo.

Hierro redondo ó cuadrado, en platina, en planchas ó láminas y en cualquiera otra forma bruta.

Ladrillos para limpiar cubiertos.

Ladrillos y lozas ó baldosas de barro cocido, de mármol, de jaspe, de madera y de cualquiera otra materia para pisos, siempre que no excedan de sesenta centímetros; las tejas de barro ó de pizarra y las piedras ordinarias brutas de todas clases.

Leña y carbón vegetal en pedazos.

Maderas ordinarias como tablas, vigas y cuartones de pitchpine ó cualquiera otra sin cepillar ni machihembrar menores de m. 0.25 de espesor, y las de pino no especificadas, cualquiera que sean sus dimensiones.

Maíz en grano.

Manzanas, uvas, peras y cualquiera otra fruta fresca, quedando incluidos en esta clase los cocos, aunque no estén frescos.

Máquinas, tanques de hierro galvanizado y aparatos no especificados en la primera clase, cuyo peso total exceda de mil kilogramos y los refrigeradores para conservar el hielo.

Música escrita.

Mañoco.

Paja ó sea yerba seca, como el heno y otras semejantes, propias para alimento de animales, que no sean medicinales.

Pez común blanca, negra ó rubia.

Palo de campeche, guayacán, brasilete, mora, sandalino rosado y cualquier otro semejante, en rasuras.

Papel para cigarrillos.

Pianos, aunque sean mudos para ejercicios mecánicos, sin accesorios.

Pizarras con marcos ó sin ellos, los libros y lápices de pizarra, y las pizarras para mesas de billar.

Resina de pino.

Ruedas para coches, carros y carretas, las bocinas de hierro para dichos vehículos y las ruedas de acero montadas sobre ejes de acero.

Sal de Epsom.

Sal de Glauber y el salicilato de soda.

Tierra de siena y tierra negra para limpiar.

Túmulos ó sepulcros de mármol, granito ó cualquiera otra materia, cuando á juicio del Gobierno no sean obras artísticas de carácter monumental.

Teja-mani.

Tiza ó greda blanca en pedazos ó en polvo, y también los polvos de mármol y de vidrio.

Yeso en piedra ó en polvo y el yeso mate.

§ 3.—Clase III.

Veinticinco céntimos de bolívar.

Aceite de comer.

Aceite de colza y cualquier otro aceite para alumbrado, no comprendido en otra clase, el aceite de hueso y el llamado de esperma de cristal, que se emplea para las máquinas.

Acido esteárico y oléico, estearina sin manufacturar, pura, y también la mezclada con parafina, conocida con el nombre de estearina comercial.

Acido acético, hidroclórico ó muriático.
Acido nítrico ó agua fuerte.
Aceite de kerosene.
Acero, bronce, latón, cobre, estaño puro ó ligado, plomo, y zinc en pasta ó n bruto, en barras, en cabillas, en rasuras ó en láminas, estén ó no estas últimas aladradas ó agujereadas.
Agua de azahares, limonadas y aguas gaseosas.
Aguarrás ó espíritu de trementina.
Agujas para tejer, de acero, madera, hueso, caucho ó de cualquiera otra materia semejante.
Algodón.
Alhucema ó espliego.
Alumbre crudo en piedra.
Amarillo inglés ó cromato de plomo, azarcón ó minio, litargirio y manganeso lineral y el albayalde ó carbonato de plomo y la asbestina.
Animales disecados.
Anuncios en forma de almanaques de productos medicinales ó de otras indus-as.
Aparatos ó filtradores de agua.
Arneses y colleras, para coches de todas clases y para calesas, quitrines, nibus, faetones y toda clase de carruajes, carros ó carretas.
Arroz molido, sagú, sulú, tapioca y el maíz pilado.
Azúcar mascabado ó prieto.
Azufre en flor ó en pasta.
Balanzas, romanas y pesos, excepto los de cobre ó que tengan la mayor parte este metal y las municiones, perdigones y balas.
Barba de palo y la fibra especie de esparto.
Barriles, pipas y bocoyes armados ó sin armar y las duelas cuando vengan por eparado.
Barrenas y taladros para perforar piedras ó troncos.
Barro vidriado ó sin vidriar en cualquiera forma, no especificada en otras clases.
Blanco de zinc y bolo blanco.
Bejucos, juncos ó junquillos, eneas, palma, paja no especificada, mimbre sin manufacturar y la espiga de trébol para hacer escobas.
Borra de aceite.
Cables, jarcias y cordelería ó mecate.
Cachimbas, boquillas y pipas de barro ó de loza ordinaria, sin ninguna otra ateria.
Cañones de guerra de cualquiera materia que sean.
Carátas, frijoles, garbanzos, lentejas, habichuelas y toda clase de legumbres, rtalizas y raíces alimenticias ó comestibles sin preparar.
Crudo ó cañamazo y coleta cruda número 3, telas crudas ordinarias que regu-rmente se emplean para hacer sacos de cacao y de café y para enfardelar mer-ancías cuyo color naturalmente oscuro no ha sido alterado por las preparaciones ropias para blanquearlas, aunque tengan listas ó cuadros de color.
Carbón vegetal en polvo, carbón animal y negro humo.

Carne salada, salpresa ó ahumada, jamones y paletas que no vengan en latas, el tocino y las lenguas ahumadas ó saladas, excepto la carne salada en tasajo que es de prohibida importación.

Cañamazo empapelado para enfardelar, cartón fino ó papel grueso para escritorio, para tarjetas y para cualquier otro uso, incluyéndose en esta clasificación el papel impermeable para prensas.

Cebollas.

Cedazos de alambre de hierro.

Cerda vegetal y sus similares.

Cerote para zapateros.

Cerveza y sidra.

Cloruro de cal, creolina y los desinfectantes líquidos ó en polvo, no comprendidos en otra clases.

Cobre viejo, en piezas inutilizadas.

Cocinas portátiles de hierro ú otro metal.

Coches fúnebres, incluso los vidrios, plumeros ó penachos y cualquier otro artículo perteneciente al coche, aunque sea de los que separadamente pagan más derecho, siempre que vengan con el coche en el mismo ó en otro bulto.

Creta blanca ó roja en piedra ó en polvo.

Crisoles de todas clases.

Encurtidos en vinagre con excepción de las aceitunas, alcaparras y alcaparrones.

Enebrina ó semilla de enebro.

Esmeril en piedra ó en polvo.

Esparto en rama.

Espoletas y mechas para la explotación de minas.

Estoperoles de cobre.

Fuentes ó pilas de hierro, mármol ó cualquiera otra materia, y las estatuas, bustos, jarrones y floreros de mármol, alabastro, granito ó cualquiera otra piedra semejante.

Flor de sagú.

Galletas de todas clases, sin mezcla de dulce.

Gas flúido.

Goma arábiga.

Harina de trigo y sémola quebrantada para hacer fideos.

Herramientas é instrumentos como mazos, mandarrias, hachuelas, cabrestantes, fraguas, fuelles de todas clases, gatos para levantar pesos, mollejones, tornillos grandes para herreros, bigornias, yunques y toda otra herramienta ó instrumento semejantes á los indicados.

Hierro manufacturado en alambres y en telas de alambre que sirven de fondo á las camas, excepto los galvanizados sin manufacturar; en anclas y cadenas para buques, en cajas para guardar dinero, en morteros ó almireces; en muebles; en prensas para copiar cartas y timbrar papel; en clavos, tachuelas, brocas, remaches y estoperoles; en edificios desarmados ó en parte de ellos como balcones, puertas, balaustres, rejas, columnas, techos, aunque vengan separadamente; en estatuas, jarrones, floreros, bustos y cualquier otro adorno semejante

para casas y jardines; en pesas para pesar; en planchas para aplanchar; en postes para empalizada; en anafes, budares, calderos, parrillas, ollas, sartenes, tostadores y cualquiera otra pieza para el servicio doméstico, estén ó no estañados, y tengan ó no baño de loza, excepto el latón de hierro ú hoja de lata en las mismas piezas que corresponden á la 4ª clase. Los clavos de hierro galvanizado con arandelas también de hierro galvanizado corresponden á esta 3ª clase.

Hoja de lata sin manufacturar.

Hueso, cuerno y pezuñas sin manufacturar.

Holandilla azul de algodón.

Juguetes de todas clases para niños, de cualquiera materia que sean y también las metras.

Libros impresos en pliegos ó la rústica, no comprendidos en la primera clase, folletos, cuadernos y los libros de instrucción primaria que vengan en la misma forma ó en media pasta.

Lija con base de género ó de papel.

Linaza en grano ó molida y las semillas de colza.

Lino en rama.

Loza ordinaria y loza de barro vidriada ó sin vidriar en cualquier forma, no especificada en otras clases.

Madera de nogal.

Madera fina para construir instrumentos de música, ebanistería, etc.

Madera en hojas ó sean chapas para enchapar muebles.

Maderas aserradas, cepilladas ó machihembradas.

Manteca de puerco pura con exclusión de toda otra mezcla y la mantequilla.

Máquinas, tanques de hierro galvanizado y aparatos no comprendidos en las clases anteriores, cuyo peso no exceda de mil kilogramos; advirtiéndose que cuando con las máquinas vengan algunos artículos anexos á ellos para repuesto y que separadamente paguen más derecho, se aforará el todo como máquinas, si vienen en el mismo bulto.

Molinos y molinetes no comprendidos en la 1ª clase.

Mineral de hierro, cobre, estaño, el lápiz plomo, ó mina de plomo y el amianto ó asbesto.

Papas no especificadas.

Papel de cualquier clase no especificado y la serpentina ó cinta de papel.

Pescado salpreso, salado ó ahumado, que no venga en latas.

Piedra para litografiar, piedra pómez, piedra de todas clases y en cualquiera forma para moler y para amolar; las refractarias para hornos de fundición, las de destilar y cualquiera otra semejante á las indicadas.

Pinturas ordinarias, preparadas en aceite.

Potasa común y la calcinada.

Salitre y sal de nitro.

Sanguijuelas.

Sardinas prensadas, en aceite, en tomates ó en cualquiera otra forma.

Sebo preparado para bujías, esteáricas, ó estearina.

Soda ó sosa común ó calcinada.

Soda ó sosa carbónica, cristalizada.

Sulfato de hierro ó caparrosa.

Sulfato de cobre ó piedra lipis.

Telas ó tejidos de alambre de hierro, no comprendidos en otras clases.

Trementina común de Venecia.

Veneno para preservar pieles.

Vidrios ó cristales planos sin azogar.

Vinagre común y vinagre empireumático, y el orujo de uvas en aguardiente.

Vinos de todas clases en pipas, barriles ó barricas, y los vinos tintos cualquiera que sea el lugar de su procedencia y el de su producción, ya vengan en pipas, barriles ó barricas ó en botellas, garrafones ú otros envases. El vino de Oporto, aún siendo tinto, corresponde á la 4ª clase, si viene en botellas ó garrafones.

Venteadores de café.

Zumaque en polvo ó en rama.

[Se continuará en el número del Boletin Mensual correspondiente al mes de marzo.]

FERROCARRIL INTEROCEÁNICO.

Agítase de nuevo la cuestión en la América del Sur de hacer más estrechas las relaciones comerciales y políticas entre las diferentes Repúblicas por medio de una comunicación más rápida que favorezca el mejor cambio de productos entre aquellos países, disminuyendo al mismo tiempo la distancia, los peligros y los gastos del largo viaje por el Estrecho de Magallanes y por las tempestuosas aguas del Cabo de Hornos.

Todos reconocen, especialmente en Brasil, Perú, Bolivia y Chile, la gran necesidad de un ferrocarril interoceánico en la América del Sur, que saliendo de los puertos del Brasil, Rio Janeiro, por ejemplo, y atravesando la Cordillera de los Andes por medio de un túnel, pondría en comunicación á Europe y al antiguo imperio de los Braganzas con las cuatro Repúblicas de la costa de Pacífico, tan ricas en productos naturales.

Ya se ha llevado á cabo la parte técnica de la obra, pues se ha hecho el estudio de la línea y se han presentado los planos, pero el gran obstáculo para la realización de esta empresa es la falta de capital. Parece, sin embargo, que la cuestión es objeto ahora de consideración práctica y que los representantes de las cuatro Repúblicas inmediatamente interesadas han llegado á un acuerdo y aprobado el proyecto de garantizar el interés del capital que se invierta en aquella vasta empresa. El Ecuador no se ha adherido todavía á los acuerdos tomados.

Dícese que en el Brasil la opinión pública es del todo favorable á la empresa y que el proyecto excita gran entusiasmo. Recientemente se ha celebrado una reunión en el Club de Ingenieros de Rio, organizada por el Dr. OLIVERA BULHÕES, á la cual asistieron muchos capitalistas y hombres prominentes en la vida pública. El Gobierno boliviano y el chileno fueron representados por el Señor PALAVICINO y el Dr. ERRAZURI, sus respectivos ministros en el Brasil.

En la reunión se discutieron ampliamente las muchas causas que paralizan el comercio entre las naciones de la América del Sur, y se hizo mérito de la gran riqueza natural que yace inexplotada, esperando sólo el influjo de esta gran empresa internacional.

La extensión de una línea transcontinental desde Rio hasta un puerto de la costa del Pacífico, no excedería de unos 2,600 kilometros. Según los personas que entienden en este asunto, el capital que se necesita para los preliminares de la obra, ha sido entregado ya, y sólo se espera para inaugurar los trabajos, la cooperación del Ecuador con las otras repúblicas,

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MISIÓN ESPECIAL DEL GOBIERNO INGLÉS EN LA AMÉRICA DEL SUR.

El South American Journal de 8 de enero, refiriéndose á los pasos que está dando el Gobierno inglés para retener y ensanchar su actual comercio con la América del Sur, publica lo siguiente:

"Se nos comunica que el Gobierno ha encomendado á Mr. WORTHINGTON, de Manchester, el encargo especial de ir á la América del Sur, con el objeto de investigar las condiciones de los mercados locales para información de la junta de comercio que está considerando ahora la conveniencia de establecer una oficina de relaciones comerciales. Mr. WORTHINGTON irá acompañado de Sir VINCENT BARRINGTON, el cual representa á las cámaras de comercio asociadas. Ambos comisionados piensan salir de este país, para la América del Sur á fines del corriente mes."

El Daily Mail, al dar esta noticia, agrega:

Los preliminares del proyecto que Sir COURTNEY BOYLE hizo público recientemente en Nottingham, continúan haciendo firmes progresos. No sólo se han

obtenido informes fehacientes de varias cámaras de comercio, sino que se han recogido también datos de no poco valor. Esta información no basta, sin embargo, á indicar cual sea el carácter final de aquel proyecto. Esto, según se dice, sólo podrá ser determinado cuando los miembros de la comisión que ha sido nombrada para estudiar la proposición, presenten su informe al presidente de la "Junta de Comercio" la cual lo someterá entonces al Gabinete, acompañado de sus recomendaciones, y el Gabinete decidirá en definitiva.

CÓDIGO DE NOMENCLATURA COMERCIAL.

El Ministerio de Hacienda de los Estados Unidos ha emitido la circular que publicamos á continuación, y por la cual se ve que adopta para uso en las aduanas de este país el Código de Nomenclatura Comercial preparado y publicado por la Oficina de las Repúblicas Americanas:

[Circular del Ministerio No. 16. Departamento de Aduanas.]

MINISTERIO DE HACIENDA.
DESPACHO DEL MINISTRO.
Wáshington, D. C., enero 22 de 1898.

Á los Administradores y otros Empleados de las Aduanas:

De conformidad con una resolución de la Conferencia Internacional Americana, por la cual se recomendó á los gobiernos representados en ella, la adopción de una nomenclatura común para designar en orden alfabético, en inglés, portugués y español, aquellos artículos gravados con derechos de importación, á fin de que dicha nomenclatura fuera usada por todas las naciones americanas al imponer derechos en las aduanas existentes ó que puedan existir más tarde, así como para preparar manifiestos, facturas consulares, partidas de aduana, solicitudes de despacho en las mismas y otros documentos, la Oficina de las Repúblicas Americanas ha publicado, en tres tomos, una obra titulada "Codigo de Nomenclatura Comercial," que contiene 28,000 términos comerciales, ordenados de tal manera que constituyen un excelente libro de consulta en las tres lenguas, inglesa, portuguesa y española.

Notifico á usted que la mencionada publicación ha sido adoptada por este Ministerio para la traducción de palabras y frases comerciales, y que los administradores de aduana, así como los aforadores, deben guiarse por ella, informando á este ministerio de cualquier error ó inexactitud que descubran en el citado trabajo.

W. B. HOWELL, *Sub-Secretario.*

COMERCIO MISCELÁNEO.

REPÚBLICA ARGENTINA.

Importación de Carbón Americano. El agente de una casa importante de Filadelfia que comercia en carbón, está en Buenos Aires ocupado en ›locar el carbón de Pocahontas en el mercado de aquella ciudad. Este carbón : ha usado por algún tiempo en la América Central y las Antillas y ha dado sultados muy satisfactorios. El comercio de carbón entre los Estados Unidos la República Argentina es muy limitado y puede adquirir gran desarrollo si hacen los esfuerzos apropiados á su desenvolvimiento y se le presta la debida :ención. El valor total del carbón embarcado para la América del Sur en el. ño fiscal que terminó el 30 de junio de 1897, fué sólo de $145,000. El carbón e las extensas minas de Virginia, que tiene fácil salida por el puerto de Norfolk, udiera encontrar mercado en las Antillas y en la América Central y del Sur.

Cosecha de Trigo en Santa Fe. La cosecha de trigo de la República Argentina, que había venido practicándose en todo el último mes, ha terminado ya. Según noticias recibidas del Departmento de Santa Fe, que es el centro del distrito productor de trigo de la República, la última cosecha ha sido la mayor que se ha visto en muchos años. Dícese que la cosecha ha sido excepcional, no sólo en cantidad, sino también en la calidad del grano, tanto en peso como en color.

Empaque de Aparatos Eléctricos. Quéjanse los importadores de Buenos Aires del mal estado en que llegan á su poder los aparatos y accesorios eléctricos que se les envían, á causa del poco cuidado con que se hace el empaque. Se cita el hecho de una casa americana que envió á aquel mercado un extenso cargamento de lámparas de globo, muchas de las cuales llegaron rotas. Simultáneamente á este queja, consígnase el hecho de que los cargamentos de igual clase de artículos procedentes de Inglaterra, han llegado en mejores condiciónes. Estos hechos son de importancia manifiesta para los interesados en aquel comercio.

BRASIL.

Cable Submarino. El Cable del Oeste y del Brasil, entre Pernambuco y Ceará, y el Cable del Amazonas, que se extiende desde la boca de este río hasta Manaos, los cuales han permanecido rotos por algún tiempo, han sido reparados y ha quedado restablecida la comunicación.

Exportación de Goma Elástica. La exportación de goma elástica por el puerto de Pará, en octubre último, ascendió á 2,074,644 kilogramos, de los cuales 1,061,513 fueron embarcados para Europa, y 1,013,071 para los Estados Unidos.

Minas de Oro en Minas Geraes. La São Bento Gold Mining Company, que hace un año comenzó sus operaciones en el Estado de Minas, es propietaria de unos 10,000 acres de tierra Calculábase una extracción de media onza

de oro por tonelada, pero en algunos lugares el mineral es mucho más abundante de lo que se esperaba y se obtiene en la proporción de una onza y setenta y dos granos por tonelada. El mineral es tan quebradizo que puede trabajarse sin necesidad de machacarlo previamente, pasándolo simplemente por entre cilindros y echándolo en seguida en los tanques de cianuro. El capital de la compañía es de 1,300,000 oro.

Nueva Fábrica de Sombreros. La nueva fábrica de sombreros establecida últimamente en la ciudad de Rio de Janeiro emplea 120 operarios y hace 1,000 sombreros al día. Puede, sin embargo, producir hasta 5,000 sombreros diariamente, haciendo todo el trabajo de que es capaz, y se dice que llegará á emplear 600 operarios.

Abastecimiento de Carbón. Asegura el Jornal do Commercio que la Brazilian Financial Company, de Londres, ha celebrado un contrato para el abastecimiento de carbón del Ferrocarril Central durante el año próximo. El precio que por dicho artículo se pagará, según lo estipulado, será de $6.25 la tonelada, puesta en el puerto de Rio de Janeiro. Según el convenio la cuarta parte de toda la cantidad puede ser entregada en Santos, con un gasto adicional de 75 centavos por tonelada.

CHILE.

Exportación de Carne Helada. Se ha constituido una compañía en Valparaíso con el objeto de exportar carne helada á Europa, haciendo los embarques por Punta Arenas, en el Estrecho de Magallanes. Dícese que muy pronto se exportarán, por vía de ensayo, 20,000 carneros muertos.

MÉXICO.

Una Fábrica de Hojalata. Muy pronto quedará establecida en México una nueva industria con la inauguración de una fábrica de hojalata, y ya se ha solicitado del Gobierno una concesión apropiada. Debido á la gran importancia que va adquiriendo en la República la industria de muchos artículos que so conservan y exportan en latas, especialmente frutas y legumbres, la proyectada fábrica viene realmente á satisfacer una necesidad, y se aguarda con interés la acción del Gobierno.

Fábrica de Bicicletas y de Llantas de Goma Elástica. Un fabricante americano ha obtenido una concesión del Gobierno de México para establecer una fábrica de bicicletas y de llantas de goma elástica. Es la intención del concesionario utilizar el excelente caudal de agua con que ya cuenta, para generar fuerza eléctrica y competir con los fabricantes de los Estados Unidos en el comercio de bicicletas. Otra de las ventajas con que se cuenta para llevar á cabo con buen éxito esta empresa, es la baratura del trabajo del obrero en México.

Inauguración del Ferrocarril de México, Cuernavaca y el Pacífico. Un acontecimiento de interés é importancia por cuanto denota el desarrollo interior de México y su espíritu progresivo, fué la inauguración oficial, en diciembre último, del ferrocarril de México, Cuernavaca y el Pacífico, que se extiende desde la ciudad de México hasta Cuernavaca. Dió mayor importancia y distinción á este acto la presencia

'residente de la República y su Gabinete, así como de varios miembros del)o diplomático y otras personas distinguidas residentes en el país. La dis- a entre los extremos de la línea es de 75 millas, pero la importancia de este esa consiste en el hecho de que el ferrocarril será prolongado hasta Acapulco, costa del Pacífico, y su construcción hasta este puerto será llevada á cabo la misma actividad que desde el principio ha distinguido á esta empresa.

s para la Construcción Nuevo Palacio Fe- l.

Hasta el 27 de diciembre de 1897, se habían recibido para examen veinte y nueve series de planos, con las espondientes proposiciones, para la construcción del nuevo palacio legislativo ciudad de México. Algunos de estos proyectos han sido presentados por canos y otros por europeos; pero la mayoría procede de arquitectos icanos.

quinaria Eléctrica en México.

El sindicato que explota los tranvías de México, se prepara á introducir la electricidad como fuerza motora en el cio de ellos en la capital. La compañía es propietaria de unas 140 millas de que proyecta explotar en su totalidad, empleando la electricidad como motor. la incluido en el proyecto el ramal entre Guadalupe y San Ángel. Calcúlase el costo total del nuevo servicio será de unos $5,000,000, y se brindará á los fabricantes electricistas la oportunidad de presentar proposiciones.

Industria Textil.

El desarrollo de la industria textil del algodón en México, está llamando la atención de los países extranjeros. iguientes cifras evidencian este desarrollo, así como también el aumento en la iblica de la producción de algodón. En los diez primeros meses de 1897, la Bretaña exportó á México 34,301,600 yardas de tejidos de algodón, contra 64,200 yardas en el período correspondiente de 1896. La importación edente de los Estados Unidos, en los nueve primeros meses de los años y 1897, fué de 6,034,908 yardas y 4,503,773 yardas, respectivamente. En ueve primeros meses de 1897, la importación de algodón en rama, proce- e de los Estados Unidos, bajó de 12,146,161 libras, á que había ascendido gual período del año anterior, á 5,129,429 libras. Dícese por personas com- ntes que las tres cuartas partes del algodón que se usa en los telares mexicanos de producción nacional y que cada año se cultiva aquél en cantidad mayor. los últimos años se han establecido muchos telares y se han celebrado con- os para la construcción de otros en la vecindad de Puebla. El provecho en industria es muy satisfactario, pues representa del 20 al 30 por ciento sobre apital invertido.

cesión para establecer a Nueva Fundición ra Minerales.

Se ha obtenido recientemente del Gobierno mexicano una concesión para establecer en Villa del Carmen, Estado Coahuila, una fundición para el beneficio de toda clase de minerales. Los cesionarios residen en Kansas City, Mo.

Según los términos de la concesión, la fundición deberá tener capacidad para eficiar diariamente, como minimum, 25 toneladas de mineral. La erección de undición y de todos sus accesorios deberá comenzar dentro de dos años, á tar del 30 de diciembre de 1897, y deberá quedar terminada, á mas tardar, tro de los ocho meses subsiguientes á la terminación de aquel período. La quinaria y el material para esta obra entrarán libres de derecho.

Pérdida de una Concesión de Ferrocarril. Debido al hecho de no haber cumplido la Compañía de Ferrocarril Mexicana del Sudeste con las estipulaciones de la concesión que le fué otorgada, el Gobierno mexicano declaró que el contrato había caducado. Esta resolución se funda en no haber los concesionarios cumplido con lo que dispone el artículo 2°, en el cual se estipuló que dentro de un año después de promulgada la concesión (20 de diciembre de 1896) 100 kilometros de la línea, de San Gerónimo á la frontera de Guatemala, debían estar terminados. Con la caducidad se pierde la suma de $50,000 depositada en manos del Gobierno, como prueba de buena fé en el cumplimiento del contrato.

Presupuesto de 1898–1899. En los presupuestos para el año fiscal de 1898–99, presentados al Congreso por el Señor Don José Ives LIMANTOUR, se calculan los gastos en $52,089,000, y los ingresos en $52,109,000. El importe de los derechos de aduana se calcula en $23,847,000, y las contribucions en $23,092,000. Los ingresos provenientes de otras fuentes completan aquella cantidad.

NICARAGUA.

Ferrocarril Nacional. En el BOLETÍN de diciembre se hizo referencia á un proyecto de ley, pendiente entonces ante el Congreso de Nicaragua, autorizando la venta del Ferrocarril Nacional y los vapores del Lago Managua que hacen sus viajes en combinación con aquél. Ahora, el Cónsul de los Estados Unidos en Managua, Mr. PAUL WIESIKE, comunica al Departamento de Estado, con fecha 19 de octubre de 1897, que aquel proyecto ha sido aprobado y que el comisionado que ha nombrado el Gobierno, para vender ó arrendar la línea, visitirá en primer término á los Estados Unidos. Para el equipo completo de la línea, según Mr. WIESIKE, se necesitan 100 carros de cajón y 3 locomotoras, la reconstrucción de uno de los puentes y la reparación del camino, todo lo cual requiere un gasto de no menos de $100,000.

Minas de Oro. Una correspondencia publicada en el Engineering and Mining Journal, dice que se han descubierto unas minas en el Distrito de Siquia, á unas 20 millas de Rama y á 80 de Bluefields, río arriba. Créese que este distrito es muy rico, pues los ensayos practicados han dado por resultado de $19.50 á $36 en oro, y de 6 á 10 onzas de plata, por tonelada. Los arroyos de las montañas en la localidad donde se encuentra el cuarzo, suministran agua en abundancia que puede utilizarse como fuerza motriz. Los propietarios de la tierra están abriendo galerías y preparándose á explotar sus posesiones en grande escala.

PERÚ.

Comercio con Lima. Los fósforos de azufre que se consumen en Lima, se importan de Suecia, pues no hay fábricas de este artículo en el Perú, y su importación es muy cuantiosa.

Se está adoptando ya el alumbrado eléctrico y se cree que dentro de poco tiempo sustituirá por completo al alumbrado de gas, tanto en los lugares y establecimiento públicos como en las residencias de particulares. Muchas de las ciudades principales de la República están interesadas en este adelanto y, por

consiguiente, la oportunidad que se ofrece á los fabricantes de aparatos eléctricos en los Estados Unidos, es por demás favorable en aquel país.

La fabricación de muebles ha hecho tales progresos en el país, que la importación de muebles extranjeros es ya casi insignificante y se limita por completo á los de más fina construcción.

ESTADOS UNIDOS.

Industria de Transportes con la América Latina.

La tabla que publicamos á continuación, hecha con datos suministrados por la Oficina de Estadística, deja ver á cuanto ascendió la industria de transportes entre los Estados Unidos y los diferentes países de la América latina durante el mes de noviembre, así como la proporción que de dicha industria se hizo en navíos americanos. Según la misma autoridad, los buques que llevan la bandera de los Estados Unidos ocupan el segundo lugar entre los que se dedican á la industria mencionada. El primer lugar lo ocupan los ingleses, viniendo en seguida los navíos americanos y después los noruegos y los alemanes.

Países.	Valor de la mercancía.	Navíos americanos.
América Central	$622, 678	286, 378
México	3, 156, 580	1, 031, 242
Argentina	1, 008, 511	148, 889
Bolivia	270	270
Brasil	7, 543, 577	616, 402
Chile	416, 546	88, 531
Colombia	659, 326	223, 587
Ecuador	116, 455	116, 455
Paraguay	524	.....
Perú	176, 533	55, 584
Uruguay	310, 301	.....
Venezuela	800, 939	863, 811

URUGUAY.

Comercio de Carbón.

En un informe al Departamento de Estado, fechado el 4 de diciembre de 1897, el Cónsul ALBERT W. SWALM da interesantes datos referentes al comercio de carbón en el Uruguay. El carbón va al Uruguay de Cardiff, Wales, en competencia con el de los Estados Unidos. El carbón que usan los ferrocarriles es libre de derechos, pero todo otro carbón paga 60 centavos por tonelada. El avalúo aduanero del tráfico de carbón ha montado á $1,000,000. El precio al por menor fluctúa de $8 á $10 (oro) la tonelada, pero en 1897 hubo una depresión, tanto en la importación como en el negocio en general, comparado con el año anterior.

Informa Mr. SWALM que recientemente ha llegado á Montevideo un representante de una de las compañías de la costa del Atlántico más fuertes en la exportación de carbón, con el propósito de hacer arreglos para llevar carbón americano á competir con el de Wales. No ve el Cónsul porque el negocio no ha de tener buen éxito, siempre que los cargamentos de los Estados Unidos conserven el

modelo de limpieza establecido por las compañías rivales, lo cual no ha sucedido hasta ahora, siendo esta la causa principal de que el carbón americano decaiga y no domine el mercado.

Exportación de Lana y Pieles de Carnero.

La exportación de lana del puerto de Montevideo, según Mr. SWALM, Cónsul de los Estados Unidos en ese puerto, fué, desde el 1° de octubre al 30 de noviembre de 1897, de 6,705 pacas de 500 kilogramos (1,102.3 libras). De éstas, 173 pacas se despacharon para los Estados Unidos; para Francia, 3,105; á Bélgica, 883, y á Inglaterra 997. La lana trasquilada fué larga y generalmente de mejores condiciones que la del año anterior. Del 1° de agosto al 30 de noviembre de 1897, se exportaron 7,729 pacas de pieles de carnero, de las cuales la mayor parte fué á Francia.

VENEZUELA.

Instalación del Sistema de Tranvías Eléctricos en Caracas.

La concesión que se hizo en julio de 1896 para el establecimiento de un sistema de tranvías eléctricos en la ciudad de Caracas, ha quedado sin efecto por no haber cumplido los concesionarios con los términos del contrato. Al presente, el servicio de ferrocarril urbano en Caracas es muy deficiente, y como dicha concesión ha quedado sin efecto, se presenta ahora á los capitalistas americanos interesados en la promoción de esta clase de empresas, una oportunidad favorable para solicitar una nueva concesión.

BOLETIM MENSAL

DA

SECRETARIA DAS REPUBLICAS AMERICANAS

UNIÃO INTERNACIONAL DAS REPUBLICAS AMERICANAS

VOL. V. FEVEREIRO DE 1898. No. 8.

RELAÇÕES COMMERCIAES ENTRE OS PAIZES AMERICANOS.—VIII.*

RECURSOS NACIONAES DO MEXICO.

Nos artigos anteriores desta serie, o commercio exterior do Mexico, America Central, Antilhas e America do Sul, foi principalmente considerado. Agora vamos examinar os recursos internos destes paizes em sua ordem, e seu estado de desenvolvimento como base para o augmento do seu commercio no exterior.

No Mexico, o progresso realizado durante a ultima decada nas industrias manufactureiras e agricolas, assim como no augmento das facilidades de transporte que são muito necessarias para utilisar effectivamente os recursos naturaes de um paiz, tem sido rapido e effectivo. Isto é devido, principalmente, á estabilidade, ordem e espirito de progresso que têm caracterisado a administração do Presidente DIAZ, durante seus successivos termos. Não se pode duvidar que o Mexico tem uma grande divida de reconhecimento para com o habil estadista e esclarecido executivo, que, com a cooperação zelosa do melhor intelligencia do paiz, lhe assegurou um grande periodo de paz e de tranquillo desenvolvimento. Felizmente para o Mexico, elle tem sido auxiliado por condições economicas creadas, em parte, pela legislação, que contribuiram para

*O primeiro artigo desta serie foi publicado no Boletim mensal de Julho de 1897.

fomentar as industrias proprias ao paiz e para estimular o espirito de empreza e trabalho.

O Mexico é muito rico em uma variedade de productos de que todo o mundo necessita, e cuja producção não é sufficiente ainda para supprir em excesso o mercado. O Mexico, no seu commercio de exportação não depende de productos taes como o trigo, algodão, lã, assucar e carnes, os quaes, se produzem em tanta quantidade nas zonas temperadas, que não se podem realizar com elles grandes ganhos, salvo nos periodos de falta de producção. As riquezas estão correndo para o Mexico em consequencia da sua grande producção de metaes preciosos e outros mineraes que se procuram constantemente; do café, das fibras, tabaco, baunilha e fructas que ainda trazem preços relativamente elevados nos mercados do mundo, No anno de 1897, o Mexico exportou mineraes no valor de $42,000,000. Nos primeiros nove mezes de 1897, o Mexico exportou café no valor de $4,574,252 contra $3,333,385 durante o mesmo periodo de 1896.

Suas exportações de hennequen para os Estados Unidos durante os nove mezes augmentaram de mais de meio milhão de dollars, e o total das exportações monta a quasi $8,000,000 annualmente. A exportação de laranjas foi muito augmentada em consequencia de descobrir-se que as laranjas mexicanas podiam ser usadas para supprir a falta na colheita dos Estados Unidos. Ainda mesmo quando ha boa colheita de laranjas neste paiz, a producção do Mexico não prejudica as colheitas da California e Florida, porque as laranjas dos respectivos paizes amadurecem e são vendidas em differentes estações. O Mexico recebe de sua exportação de baunilha mais de $1,000,000 por anno. A exportação de tabaco monta a $2,000,000, approximadamente, e a qualidade da folha é tão semelhante á de Cuba que o desenvolvimento deste ramo da industria agricola parece assegurado. Exportam-se annualmente animaes, couros e pelles no valor de cerca de $3,000,000. O Mexico é muito rico em madeiras de construcção, páos de tinturaria, plantas medicinaes e outros artigos de uso. A exportação de páos de marcenaria e de tinturaria monta a $2,000,000 e $3,000,000 annualmente, e a abundancia do producto é tanta que a industria é susceptivel de grande desenvolvimento.

Uma zona metalliffera de riqueza extraordinaria estende-se a uma distancia de cerca de 1,200 milhas, na direcção do noroeste

para o sudoeste, desde o Estado de Sonora até o Estado de Oaxaca, e offerece um vasto campo para a exploração lucrativa de minas. Encontram-se nesta região em maior ou menor abundancia, ouro, prata, mercurio, ferro, carvão de pedra, chumbo brando, asphalto, asbesto, petroleo, sal, cobre, pedras preciosas, onyx, e marmores de grande variedade e belleza. Em um relatorio publicado em Agosto de 1897, o consul geral britannico junto ao Mexico declara que estão sendo exploradas muitas novas minas de ouro nos Estados de Sonora, Oaxaca, e Mexico, e pode-se esperar um grande augmento da producção. Crê-se que o Estado de Chihuahua é a mais rica região mineral do mundo. As estradas de ferro que se estão construindo, darão as facilidades de transporto que se necessitam, e sem duvida, serão seguidas por um grande desenvolvimento da industria mineira. Já se tem empregado o capital americano em grande escala nas minas mexicanas, e tem sido creado um mercado para machinas e apparelhos americanos de economisar trabalho, os quaes serão mais procurados a proporção que se augmentem as emprezas mineiras.

Um mercado para as machinas e instrumentos americanos será effectuado pelo augmento das emprezas agricolas e pelo melhoramento dos methodos de agricultura que a venda lucrativa no estrangeiro de muitos dos productos mexicanos deve produzir. Uma grande parte do planalto central do Mexico é muito fertil e tão productivo, que continua, com os mais primitivos methodos de cultura e depois de seculos de uso, a produzir colheitas abundantes. Quando o povo reconhecer a economia do tempo e trabalho que se pode effectuar pelo uso das machinas e instrumentos agricolas, no fabrico dos quaes os Estados Unidos são afamados, e comprehender seus varios usos, a producção desta grande região será enormemente augmentada, e será creado um vasto mercado para um dos mais importantes ramos das manufacturas americanas.

O Mexico, entretanto, está augmentando rapidamente suas industrias nacionaes, e no correr do tempo, poderá utilisar, sem duvida, uma grande porção de suas materias primas em certos ramos manufactureiros. O Sr. RANSOM, ministro dos Estados Unidos, em um relatorio em data de 26 de Setembro de 1896, que foi publicado nos relatorios consulares especiaes "Money and Prices in Foreign Countries," diz o seguinte: "A industria manufactureira no Mexico tem sido desenvolvida em grande escala, espe-

cialmente na manufactura de tecidos de algodão e de lã de grossa qualidade, tecidos branqueados ordinarios, tecidos para chales, chitas, e fazendas de lã; tambem na manufactura de productos de canna de assucar, alcohol, papel, charutos e cigarros. Muitas pessoas bem informadas crêm que a diminuição no preço da prata foi a causa principal do desenvolvimento destas industrias. Sem duvida, até certo ponto, isto é verdade. O grande desconto sober a prata deu como resultado a diminuição das importações do exterior e o fomento da producção nacional.

Mas outras causas poderosas contribuiram para este resultado, taes como uma habil, judiciosa e equitativa administração do Governo durante a presidencia do General DIAZ, a confiança do povo mexicano e dos estrangeiros na estabilidade do Governo, a construcção de estradas de ferro (sendo todas construidas desde o anno de 1883, salvo a de Vera Cruz até a cidade do Mexico) os melhoramentos dos portos da costa, o augmento do commercio, a legislação liberal do Governo para com novas industrias. Com effeito, todas as influencias geraes de ordem, paz, e commercio tem contribuido para este resultado. Não é extravagante dizer que, durante os ultimos dez annos, os cidadãos dos Estados Unidos têm empregado nas minas, estradas de ferro, terras, e outras emprezas do Mexico, capitaes maiores do que o total da moeda em circulação na Republica.

Tambem não devemos desprezar o facto muito significante de que os direitos aduaneiros sobre os artigos manufacturados de algodão, lã, papel, tabaco e os productos alcoholicos são muito elevados. Os direitos sobre os tecidos manufacturados de algodão foram impostos no anno de 1830, e foram augmentados varias vezes atê 1887. Desde este periodo têm permanecido quasi fixos. Estes direitos têm prohibido a importação de muitas classes de tecidos de algodão e de lã, e pode-se dizer com segurança que sobre as qualidades grossas destes productos os direitos nos ultimos dez on quinze annos têm sido na média de 40 a 75 e 85 por cento. Nesta connexão, accrescento uma exposição feita por um escritor eminente n'uma obra intitulada "Les Finances des Etats-Unis Mexicains d'après Documents Officials," por PROSPER GLONER, publicada em 1895. Elle disse: "A industria de algodão no Mexico deve seu desenvolvimento aos excessivos direitos aduaneiros que se impõem sobre os tecidos de algodão ordinarios.

Cinco por cento destes direitos foi imposto primeiramente em 1830, e o augmento de direitos continuou até 1887."

O Sr. CRITTENDEN, consul geral dos Estados Unidos, em um relatorio datado da cidade do Mexico a 7 de Setembro de 1896, que foi publicado no primeiro volume das relações commerciaes dos Estados Unidos em 1895–96, diz que, desde que a taxa de cambio entre o Mexico e os governos estrangeiros tornou-se tão variavel e desfavoravel, e altas tarifas de protecção foram impostas sobre quasi todos os artigos que se consomem no Mexico, muitos dos artigos que antes se importaram, taes como cobertores, tapetes, pannos de toda a classe para roupa de homens, chitas, roupa feita de todas as classes, chapeos, sapatos e outros artigos são manufacturados necessariamente na Republica do Mexico. O povo deste paiz foi bastante intelligente e energico para aproveitar-se desta corrente adversa, e por conseguinte, tem construido com admiravel rapidez uma serie de fabricas grandes e pequenas para o fabrico de quasi todas as classes de mercadorias e se empregam nellas machinas modernas que comparam favoravelmente com as machinas empregadas por outras nações.

"Alguns artigos manufacturados no Mexico são excellentes em urdume, trama e aperfeiçoamento e se usam mais geralmente do que no passado. Os fabricantes do Mexico têm as vantagens de salarios baratos e o livre uso de força de agua, que se encontra em muitas partes do Mexico, e muitas vezes perto das estradas de ferro que penetram em varias partes da Republica. Os trabalhadores inexpertos estão sob a direcção de peritos estrangeiros que com facilidade os instruem na execução das obras mais difficeis. Segundo informações que tenho recebido, as fabricas pagam dividendos annuaes de 20 a 40 por cento. * * *

"Com o estimulo que produzem as causas mencionadas, o Mexico não tardará em ter fabricas em todos os Estados de facil accesso e que se adaptam ao estabelecimento das mesmas. Os productos destas fabricas irão melhorando cada dia e poderão ser vendidos a preços que excluirão em grande parte dos mercados os artigos mais ordinarios. Hoje mesmo se exporta calçado de alguns dos Estados do norte do Mexico para nosso paiz. Tenho visto aqui alguns tecidos muito bem feitos para vestidos de homens e um fato feito nos melhores estabelecimentos custa de $20 a $30, moeda mexicana. Acha-se no Mexico grande quantidade

de lã. Tambem se cultiva o algodão em algumas partes da Republica, mas a quantidade não é sufficiente para o consumo e o que falta para supprir a demanda, que monta a 75,000 e 100,000 fardos por anno, é importado de Texas, e custa, quando collocado nas fabricas, de 21 a 22 centavos por libra, moeda mexicana."

O Sr. CARDEN, consul geral da Grã Bretanha na cidade do Mexico, concorre com os representantes americanos quanto ao grande desenvolvimento de emprezas industriaes neste paiz. "A grande actividade no fabrico de algodão," diz elle no seu relatorio de Agosto de 1897, "pode ser medida pelo facto de que, ainda que haja uma colheita de algodão extraordinariamente boa no Mexico em 1896, as importações de algodão crú excederam as do anno anterior por mais de 30,000 quintaes, ou mais que 10 por cento, e isto mesmo, não obstante ter augmentado muito o preço de algodão." Elle attribue a diminuição de quasi 12 por cento nas importações de fazendas de lã, "ao grande melhoramento da qualidade das manufacturas nacionaes." Explica-se o augmento de quasi 70 por cento nas importações de ferro e aço pela "actividade extraordinaria na construcção e melhoramento de obras de utilidade permanente para o paiz."

O desenvolvimento industrial do Mexico tem sido acompanhado por um augmento notavel nas facilidades de transporte. No primeiro de Julho de 1897, estiveram funccionando na Republica 7,365 milhas de estradas de ferro, e ha razão de esperar, julgando do progresso dos annos recentes e os vastos recursos que esperam uma sahida para os mercados do mundo, que a construcção de estradas de ferro será muito augmentada no proximo futuro. "Hoje," disse o consul geral CRITTENDEN no seu relatorio de 7 de Setembro de 1896, "pode-se atravessar por via ferrea quasi todas as partes da Republica, e chegar ao Mexico vindo dos Estados Unidos por qualquer de tres vias ferreas, ou por magnificos vapores de New York até Tampico ou Vera Cruz, d'alli por via ferrea até a cidade do Mexico. Estas vias ferreas entretanto, têm sido construidas quasi inteiramente na costa do Atlantico; por conseguinte, a costa do Pacifico é em grande parte inaccessivel ou é attingida indirectamente e por maiores distancias. Tudo isto, entretanto, está sendo rapidamente modificado, e hoje estão-se construindo tres vias ferreas na direcção dos portos do

Pacifico. Em breve, pode-se dizer, com effeito, que o Mexico está atravessado em toda parte por vias ferreas. Essas novas estradas de ferro estão sendo subsidiadas pelo Governo."

Desde a data do relatorio do Sr. CRITTENDEN, a estrada de ferro atravez do Isthmo de Tehuantepec, que liga o Atlantico ao Pacifico, foi concluida e promette ser um factor do commercio internacional, dando, além disto, os meios de facil communicação entre as costas de léste e do oeste da Republica e ligando os grandes systemas de vias ferreas do planalto central.

O commercio maritimo do Mexico, na costa do Atlantico, é effectuado em grande parte pela New York and Cuba Mail Steamship Company, conhecida tambem como "Ward Line," que tem uma frota de vapores que navegam entre New York e os principaes portos da costa do Golfo do Mexico, incluindo Progreso, Vera Cruz, Tampico, Campeche, etc., por via de Habana. Na costa do Pacifico, os vapores da Pacific Mail Company vindo de San Francisco, tocam em varios portos, taes como Salina Cruz, Acapulco, Manzanillo, e Mazatlan.

O melhoramento dos principaes portos do Mexico, tem sido, por muitos annos, objecto de solicitude e esforços especiaes por parte do governo mexicano, e nos dous portos do Golfo mais importantes, Tampico e Vera Cruz, obras de grande magnitude têm sido construidas afim de obter um ancoradouro seguro para os navios. Estão-se construindo obras semelhantes em Salina Cruz e Coatzacoalco, os portos do Pacifico e do Golfo respectivamente do Isthmo de Tehuantepec, e com o desenvolvimento das industrias e commercio do Mexico, os pontos importantes ao longo das costas de léste e do oeste serão gradualmente providos de todas as facilidades modernas necessarias para effectuar o trafico maritimo.

Além das estradas de ferro, o Mexico tem facilidades de transportes fluviaes que são susceptiveis de grande desenvolvimento. Mas as condições topographicas e do clima impedem que se possa navegar os rios sem interrupção durante o anno. Sobre este assumpto, Sr. CRITTENDEN, consul geral dos Estados Unidos, em um relatorio que foi publicado em relatorios consulares especiaes "Highways of Commerce," em 1895, diz: "A configuração do paiz e a natureza das estações tornam impossivel a existencia de grandes rios navegaveis. Alguns rios podem ser navegados por pequenas embarcações por uma distancia que não excede

de 125 milhas do Golfo e 62 milhas da costa do Pacifico. Os numerosos picos, cujas alturas são de 10,000 a 17,000 pés sobre o nivel do mar, são pouco cubertos de neve, e a quantidade de neve que cae n'elles não é sufficiente para formar grandes volumes de agua ou rios.

"Nos planaltos centraes, ha alguns lagos, cujas aguas são utilisadas, até certo ponto, pelos indios para o trafico em suas pequenas canôas. Os canaes são impraticaveis, por causa da topographia, salvo na costa do Golfo, nos planaltos dos Estados centraes e do norte; mas o maior obstaculo para a navegação interior é o facto de que em certos periodos do anno, principalmente na estação secca, quer por evaporação natural, quer pelo uso descuidado das aguas para a irrigação, os ribeiros diminuem de modo que tornam impossivel a navegação dos rios pelas mais pequenas embarcações. Mais cedo ou mais tarde esta perda de agua será remediada, porque as autoridades são vigilantes em proteger e guardar todos os elementos que contribuem para o progresso do Mexico. Esta falta de meios de navegação podia ser remediada, até certo ponto, pela canalisação ou pela conservação das aguas nas bacias naturaes que existem em varias partes da republica, desviando-as em certas estações do anno para os rios ou canaes que se podem navegar, afim de manter constantemente a necessaria profundidade."

O Governo do Mexico já deu provas de que conhece o valor de taes emprezas contractando varios canaes importantes, incluindo o canal de Chijol, que se estende de Tampico a Tuxpan a uma distancia de 200 milhas, e a canalisação do Rio Tempoal que despeja no Panaco perto de Tampico. Ha muitos outros rios e ribeiros que podem ser utilisados por meio de melhoramentos de maior ou menor magnitude, e quando o Mexico tiver sido provido de um systema efficiente de vias fluviaes, seu commercio interno será muito augmentado. "Os esforços do Presidente DIAZ e sua liberalidade para com as emprezas de vias ferreas e as linhas de vapores," diz o consul geral CRITTENDEN, foram os principaes factores do estabelecimento de meios de communicação na Republica, realisando o que nenhum dos seus predecessores puderam fazer—isto é, tornar este paiz um dos mais prosperos dos hispano-americanos. Pode-se assumir que a mesma politica geral será seguida no melhoramento dos rios e estradas, com resultados correspondentemente beneficos.

O desenvolvimento interno do Mexico e o augmento de suas industrias e commercio nacional são de importancia e de interesse especial para o povo dos Estados Unidos, porque contribuem não somente para o augmento geral do commercio, mas criam as melhores condições para o emprego de capitaes e trabalhadores entendidos dos Estados Unidos, e para a venda de machinas, instrumentos, ferragens e grande variedade de outras manufacturas americanas, no fabrico dos quaes os Estados Unidos são eminentes. Capitaes americanos já estão empregados em grande escala nas estradas de ferro e minas do Mexico, e pode-se esperar que emprezas agricolas e manufactureiras tambem attrahirão os capitaes e os peritos da grande Republica do norte. Felizmente, os artigos que se offerecem para a troca por um paiz, são de natureza que, com poucas excepções não fazem concurrencia com as indùstrias nacionaes do outro, e á proporção que os recursos internos do Mexico se forem desenvolvendo, as relações commerciaes das duas Republicas deverão tornar-se mais estreitas e fortificadas.

Joseph P. Smith

BRAZIL.

IMMIGRAÇÃO EM. 1896.

O ultimo relatorio do consul geral dos Paizes Baixos no Rio de Janeiro menciona que durante o anno de 1896, 99,379 immigrantes desembarcaram no porto do Rio de Janeiro, e 58,579 no Porto de Santos, isto é um total de 157,948 individuos pertencentes ás seguintes nacionalidades:

Italianos	96,324
Hespanhóes	24,153
Portuguezes	22,299
Austriacos	8,365
Allemães	1,070
Russos	562
Americanos do Norte	471
Francezes	328
Suissos	153
Inglezes	63
Dinamarquezes	55
Belgas	22
Hollandezes	7
Diversas nacionalidades	1,046

Este relatorio se refere sómente aos portos do Rio de Janeiro e de Santos; não computa as entradas nos outros portos do Brazil, especialmente os do rio Amazonas onde se estabeleceu recentemente um serviço regular de immigração.

ESTRADAS DE FERRO DO SUL DO BRAZIL.

Lê-se no *Brésil* de Pariz de 26 de Dezembro ultimo:

"Inaugurou-se no dia 15 de Novembro a estação de Carasinho, da linha ferrea de Santa Maria ao Uruguay, pertencente á Companhia de Estradas de Ferro Sudoeste Brasileiras. Esta linha faz parte da concessão de Itararé á Santa Maria da Bocca do Monte e ramaes, dividida entre duas companhias: uma Brazileira, a de São Paulo ao Rio Grande, que construe as linhas do Estado do Paraná, e a outra Belga, Estradas de Ferro Sudoeste Brazileiras que construe as do Rio Grande do Sul. Das linhas desta ultima companhia foram entregues ao trafico 299 kilometros, dos quaes 160 de Santa Maria á Cruz Alta, e 139 deste ponto á nova estação de Carasinho. Antes do fim do anno será inaugurada a estação de Passo Fundo, a 54½ kilometros desta ultima estação, o que elevará a extensão das linhas em trafico a 354½ kilometros.

"Pela sua parte as linhas da Companhia São Paulo ao Rio Grande estão muito adiantadas. Os trabalhos de aterro estão quasi concluidos em uma extensão de 96 kilometros ao norte de Ponta Grossa, e em bom andamento em uma extensão de 150 kilometros ao sul desse ponto. A collocação dos trilhos progride rapidamente.

"A concessão de Itararé é uma das que teem dado melhores resultados practicos. Os trabalhos começaram em 1890 e teem-se construido até o presente cerca de 560 kilometros, isto é 80 kilometros por anno."

COSTA RICA.

DESENVOLVIMENTO FINANCEIRO E COMMERCIAL.

Extrahimos de documentos officiaes remettidos a esta Secretaria pelo Sr. MANUEL ARAGÓN, director geral de Estatistica, a seguinte informação relativa ao desenvolvimento da Republica de Costa Rica.

A população tem augmentado constantemente durante os ultimos quatorze annos. O recenseamento geral de 1882-83 calcula o numero da população em 182,528 e o de 1895-96, em 285,003.

Segundo o calculo feito a 31 de Março de 1897, a população actual é de 294,941, que mostra um augmento de 112,413 nos ultimos quatorze annos. Durante o exercicio de 1895–96, a circulação do papel moeda nacional foi reduzida a $2,764 e a dos certificados de guerra a $98,669. Esta circulação foi reduzida ainda mais, de modo que a 31 de Março, 1897, não havia em circulação o papel moeda nacional e os certificados de guerra tinham diminuido a $79,155.75. Na mesma data a divida interna montava a $1,117,000.

O meio circulante do paiz no fim do exercicio de 1895-96, montava a $20.08, por cabeça da população. A unidade monetaria é o colon, que é uma moeda de ouro de 778 milligrammas de peso e de 900 millesimos de fineza, e equivale a 46½ centavos na moeda de ouro dos Estados Unidos. Desde o decreto de 24 de Outubro de 1896, que estabeleceu o padrão de ouro, a moeda de prata tem sido empregada como moeda subsidiaria.

A cultura e a exportação do café constituem o principal negocio da Republica. Segundo os relatorios da Repartição de Estatistica Nacional, o total do café exportado no primeiro semestre de 1897 montou a $4,666,160 (ouro). Durante o mesmo periodo bananas foram exportadas no valor de $225,267.50; madeira no valor de $262,862.64, e outros artigos no valor de $47,676.19. Destas exportações, a Grã Bretanha recebeu no valor de $2,770,196; os Estados Unidos no valor de $1,359,470, a Allemanha no de $924,300 e os demais paizes no de $148,000. O total das importações durante o mesmo periodo montou a $2,252,970.

As importações dos paizes foram as seguintes:

Paizes.	Valor em ouro.	Por cento.
Estados Unidos	$871, 646. 91	38. 69
Allemanha	357, 652. 02	15. 87
Inglaterra	518, 833. 37	23. 02
França	167, 303. 77	7. 43
Italia	83, 070. 50	3. 68
Hespanha	55, 154. 48	2. 45
Belgica	4, 893. 50	0. 22
America do Sul	94, 571. 90	4. 20
St. Thomas	445. 00	0. 02
Cuba	20, 543. 78	0. 91
Nicaragua	10, 739. 90	0. 48
Guatemala	288. 06	0. 01
Salvador	21, 334. 50	0. 95
Volumes postaes	44, 999. 30	2. 00
Bagagem pessoal	1, 493. 40	0.07
Total	2, 252, 970. 39	100

O café exportado foi distribuido do modo seguinte:

	Sacc
Para Londres	133,
Para Hamburgo	24,
Para New York	33,
Para California	19,
Para Bremen	12,
Para Bordeaux	5,
Para os demais paizes	1,

GUATEMALA.

MEDIDAS FINANCEIRAS.

O Ministerio de Estado recebeu da Legação americana Guatemala copias de dous decretos relativos á situação finance daquella Republica. O teor do primeiro decreto é como segue:

Desde o primeiro de Janeiro do anno corrente, todas as divi do Governo serão unificadas, e como garantia dos credores, apoli da divida interna serão emittidas, as quaes serão trocaveis pe apolices da actual divida fluctuante, as do emprestimo de t milhões, as da exposição, o emprestimo dos bancos em Maic emprestimo de Setembro e os titulos garantidos pela Exposiç da America Central.

As apolices da divida interna serão emittidas nas denominaç de $100, $500, e $1,000, a 12 por cento por anno. Estas ap ces serão amortizadas por sorteios trimensalmente que começa no mez de Março de 1899, e cujas quantias serão determina no orçamento; os juros serão pagos pelo Banco de Guatemala fim de cada mez desde Janeiro de 1898; as apolices da div fluctuante serão trocaveis pelas apolices da divida interna com desconto da metade dos juros accumulados na data da transacç as denominações de menos de $100 não receberão juros director geral de contas emittirá certificados das mesmas. apolices da divida interna que estão destinadas ao resgate do emp timo de guerra de Setembro, serão detidas pelo director geral contas e serão entregues aos possuidores quando estes apresenta os documentos cancellados.

Para o pagamento desta divida, serão destinados 15 centavos imposto cobrado sobre cada garrafa de bebidas espirituosas vend nos depositos do paiz, desde o primeiro de Janeiro até 30

:mbro de 1898, e depois desta data, 25 centavos deste imposto centavos dos impostos de importação sobre mercadorias ıngeiras. O Banco de Guatemala está incumbido da admiração da divida interna.

) segundo decreto estipula o resgate gradual em prata de todos ›ilhetes a receber emittidos pelos varios bancos da Republica e que o Presidente, considerando que o prazo concedido aos cos para a suspensão de pagamentos em moeda termina no neiro de Janeiro de 1898, resolve o seguinte:

Nos mezes de Janeiro e Fevereiro de 1898, os bilhetes das ominações de $1 e $5 serão trocados: em Março os de $1, $5, › e $50; em Abril, os de $1, $5, $10, $20, $25 e $100; no neiro de Maio a troca geral de prata será reestabelecida.

)s depositos recebidos pelos bancos depois do primeiro de :iro serão pagos na mesma classe de moeda em que se fizeram :epositos, quer papel, quer moeda. O decreto de 21 de Maio alterado, sendo comprehendido que os bilhetes não incluidos 'esgate acima mencionado continuirão a ser a moeda legal até le Abril de 1898.

PARAGUAY.

O PARAGUAY NA EXPOSIÇÃO DE BRUXELLAS.

Esta Secretaria recebeu do Honrado Senhor JOHN STEWART, ısul geral do Paraguay nos Estados Unidos a seguinte memo- escripta pelo ministro de relações exteriores, Don José :COND, relativa á parte que aquella Republica tomou na Exposi- › Internacional de Bruxellas de 1895.

A participação que o Paraguay teve na grande exposição inter- :ional ultimamente celebrada em Bruxellas, apézar de ter de ıcorrer de um modo precipitado pelo curto tempo que dispoz ra ella, demonstrou de maneira convincente o grande adianta- ınto realizado naquelle paiz nestes ultimos annos.

O Paraguay, cujo passado tanto contribuiu para prejudical-o › olhos do estrangeiro, já não é actualmente a região mysteriosa sinistras dictaduras, mas um povo viril e emprehendedor, que ›onde aos impulsos modernos, onde o immigrante honrado no o rico capitalista encontrarão largo campo a sua actividade,

sob a protecção das mais vantajosas leis e de um dos governos mais liberaes da America do Sul.

Depois da guerra com a triplice alliança argentino-brazileiro-oriental em que consumiu quasi todas suas energias, o Paraguay tem-se levantado com seus proprios esforços e em vinte e cinco annos de constante trabalho, sob os beneficos auspicios de uma paz quasi nunca interrompida, tem conseguido chegar a um posto honroso e invejavel entre suas irmãs do sul. Prova disto é o exito obtido na ultima exposição de Bruxellas.

As artes industrias nacionaes, a agricultura e a bibliographia, tiveram alli honrosa representação, como o provam os premios obtidos, muito superiores aos que lhes foram conferidos anteriormente em casos analogos, e com um numero muito maior de expositores, e si as difficuldades motivadas pelo recesso das Camaras legislativas não tivessem impedido ao paiz preparar-se para a exposição, teria figurado com inesperado brilho entre os demais paizes.

A impressão produzida pela secção paraguaya não deixou, comtudo, de corresponder a seus meritos, a julgar pelos seguintes paragraphos que extrahimos do relatorio apresentado pelo Sr. Oostendorp ao Governo da Republica.

O Paraguay foi uma das primeiras secções visitadas e tive a honra de acompanhar a S. M. tendo a meu lado o Sr. Hemeleers Fiévi, Consul da Republica em Bruxellas. A vista do palacio nacional em Assumpção, representada pelo grande quadro decorativo de que já informei a V. Ex., causou impressão em S. M., e me pediu detalhes a este respeito; dirigindo-se então ao Sr. Ministro da Industria e do Trabalho, fez a muito amavel observação que se poderia ir ao Paraguay com o objecto de buscar inspirações para construir novos edificios. A mobilia de madeira do paiz chamou tambem a attenção do rei, e perguntou si tinha sido feita no Europa, ao que pude, com muito prazer, responder que foi feita no Paraguay. Pode-se dizer que para muitos visitantes, a secção é uma verdadeira relação do estado adiantado de cultura do Paraguay, assim como o demonstram os productos mandados e a numerosa e interessante collecção de vistas photographicas da capital e do campo.

Os premios conferidos a expositores paraguayos foram os seguintes:

Quatro diplomas, premio grande.

Dois diplomas, de honra.

Oito diplomas, medalhas de ouro.

Dezaseis diplomas, medalhas de prata.

Quinze diplomas, medalhas de bronze.

Cinco diplomas, menções honrosas.

Foi um total de 50 premios para 40 expositores. Deve-se notar que na Exposição Universal de Pariz de 1889, o Paraguay obteve 54 distincções com só dous premios grandes para um numero de expositores muito mais importante.

Os premios enumerados correspondem em sua maior parte á industria e á agricultura nacional; a poderosa riqueza vegetal daquella terra chamou tambem muito a attenção, assim como as propriedades notaveis da herva matte, cujo uso se acha tão generalisado na parte meridional da America do Sul, começando já tambem a propagar-se nas regiões do norte:

VENEZUELA.

COMMERCIO DOS ESTADOS UNIDOS COM VENEZUELA.

O Sr. PROSKAUER, consul dos Estados Unidos em Puerto Cabello, remetteu ultimamente ao Ministerio de Estado um extenso e interessante artigo sobre as opportunidades em Venezuela de emprezas commerciaes americanas. Diz que o commercio de cutelaria, telhas de vidro e de barro e artigos semelhantes, pode ser muito augmentado, e que as qualidades ordinarias destes productos encontram uma prompta venda neste paiz. Em consequencia dos excessivos impostos sobre o tabaco, e, por conseguinte, o desenvolvimento da sua cultura e fabrico nacional, a importação deste artigo tem sido muito restringida e se crê que Venezuela tornar-se-ha breve exportadora.

Dentro de 6 milhas de Puerto Cabello foi descoberto marmore de boa qualidade, e obras que custam mais de $50,000 ja foram installadas para explorar as pedreiras.

O carvão de pedra que se emprega nas estradas de ferro procede principalmente da Inglaterra, mas o Sr. PROSKAUER crê que, si se esforçarem diligentemente, o carvão dos Estados de Alabama e de Virginia pode ser introduzido neste paiz com vantagem e finalmente poderia supplantar o carvão inglez. Essa suggestão parece pratica e opportuna, em vista da proximidade das minas americanas e a disposição por parte dos commerciantes e fabricantes americanos de augmentar o seu commercio com Venezuela.

A seguinte informação é extrahida de um relatorio sobre o commercio dos Estados Unidos com Venezuela, e contem suggestões valiosas e praticas:

* * * O commercio dos Estados Unidos com este paiz é muito prejudicado pela falta de casas bancarias americanas, etc. Não é necessario dizer que todas as casas grandes têm seus estabelecimentos americanos, mas é evidente que isto não substitue a falta de communicação entre as casas americanas nos Estados Unidos e seus estabelecimentos aqui.

Uma das nossas principaes difficuldades de commercio deve ser comprehendida mais claramente e publicada para o conhecimento do publico. Refiro-me ao systema de dar ao commerciante um credito de seis, nove, ou até doze mezes para dar-lhe tempo de esperar pela colheita. Os bancos são limitados e em alguns lugares não existem. Por conseguinte, os commerciantes, se têm de fazer os pagamentos dentro de 60 ou 90 dias, como succede comnosco, ficam nas mãos dos emprestadores de dinheiro e têm de pagar juros á razão de 1 ou 1½ por cento por mez ou mais. A taxa de cambio, assim, podia ser regulada mais facilmente, a qual, ainda que seja raramente pesada, algumas vezes é muito alta. A moeda repousa praticamente sobre o padrão de ouro, podendo o ouro converter-se em prata e vice-versa. Estando prohibida a emissão de papal-moeda pelo Governo, os unicos bilhetes que estão em circulacão são os do Banco de Venezuela e do Banco de Caracas, e são limitados ao uso local.

CONTRACTO PARA O ESTABELECIMENTO DE ARMAZENS ALFANDEGADOS.

N'uma communicação dirigida ao Ministerio de Estado o Ministro LOOMIS transmitte as estipulações de um contracto celebrado entre o Governo de Venezuela e o Sr. JOSÉ RAFAEL NÚÑEZ, venezuelano, para o estabelecimento na Republica de um systema de armazens alfandegados.

Esta empreza é de muito interesse para os americanos que têm relações commerciaes com Venezuela.

É de notar que a concessão pode ser transferida a casas particulares ou individuos, mas não a nações estrangeiras.

Os principaes pontos do contracto são os seguintes:

ARTIGO 1°. JOSÉ RAFAEL NÚÑEZ, seus representantes ou concessionarios, obrigam-se a construir em Caracas e os portos de Venezuela habilitados para a importação, armazens ou depositos que facilitem aos negociantes suas operações e os garantam o cuidado e conservação de suas mercadorias.

ARTIGO 2°. A Empreza de Armazens receberá em seus estabelecimentos todas as mercadorias de importação ou de exportaç ac

ns a quantidade de mercadorias que necessitem, pagando
iente os gastos occasionados á empreza.

Os donos de mercadorias seccas, taes como tecidos, ferragens,
ilheria, etc., pagarão á Empreza de Armazens, não mais de
o de 9 por cento annual sobre a quantidade que se tenha
elos direitos aduaneiros e demais gastos de acarreto, etc.; e
os de viveres pagarão não mais de 10 por cento annual.

A Empreza de Armazens cobrará por direitos de armazena-
razão de 5 bolivares mensaes por cada 1,000 kilogrammas
osito em armazens ventilados, e 10 bolivares mensaes por
000 kilogrammas por deposito em armazens hermeticamente
os.

Por deposito de artigos de exportação a empreza cobrará
eito de armazenagem á razão de 9 bolivares por cada 1,000
mmas.

A Empreza de Armazens não cobrará os direitos e seus
gastos pelas mercadorias que tenha em deposito, sinão ao
estas retiradas de seus armazens; de modo que os donos de
orias farão seus pagmentos em relação com a quantidade
cadorias que tirem; e a que deixem em deposito ficará em
a do que devam á empreza.

A Empreza de Armazens obriga-se a entregar as merca-
nas mesmas condições em que as tenha recebido, e será
avel pelo prejuizo que soffram em seus armazens por força
ou caso fortuito; mas em nenhum caso será responsavel
uelles artigos que não tenham sido verificados em seu con-
pelos interessados e a empreza, ou que estejam expostos a

parte do preço de custo das mercadorias depositadas. Est prestimos verificar-se-hão até o prazo de um anno á taxa de cento annual, e serão garantidos com as mesmas mercadori estejam em deposito. Si, vencido o prazo, não se tiver dinheiro emprestado, nem o dos juros que lhe correspond Empreza de Armazens venderá em hasta publica as merc que garantam o emprestimo; tomará do producto da arrem a quantidade de juros e os gastos correspondentes que se vam; e si houver algum saldo, será entregue aos donos de dorias devendo concorrer ao acto da arrematação os donos representante. Mas, si ao vencer-se o prazo se tiverem p juros e só se deva o emprestimo, o dono tem o direito de e entre a arrematação immediata ou a prorogação de seu dir resgate até por mais seis mezes ficando submettido duran prorogação ás mesmas condições em que esteve durante o vencido. A Empreza de Armazens fará a arrecadação d juros dando por vencido o mez começado.

ARTIGO 4°.—As mercadorias que permaneçam depositad armazens da empreza, serão consideradas como garantia, q dinheiro empregado pela empreza em pagamento dos d aduaneiros e outros, quer das quantias que seus donos t recebido da empreza, como emprestimo; e por conseguin poderão em nenhum caso ser vendidas, embargadas nem s tidas a outras contribuições a não serem existentes. Sejam forem as circumstancias que se apresentarem, ter-se-hão em c legitimação e prioridade dos direitos adquiridos pela empr Armazens sobre as mercadorias que appareçam comprom como garantia de suas negociações. A empreza fará conh publico, por meio da imprensa, cada tres mezes, a existen mercadorias e o nome dos depositantes.

ARTIGO 5°. A Empreza de Armazens pagará os direitos neiros correspondentes ás mercadorias que lhe sejam entreg deposito, na mesma alfandega respectiva. O pagamento fa immediatamente depois que os agentes de commissão t verificado o documento apresentado pela alfandega que c a liquidação dos direitos que devem ser pagos. Isto é se juizo das acções que competem ao Governo contra o do mercadorias e sobre estas mesmas pelo pagamento dos dire importação.

ARTIGO 6°. O Governo dos Estados Unidos de Venezuela obriga-se:

(1.) A conceder a isenção de direitos para a importação dos materiaes de construcção e a mobilia que a empreza necessite até seu completo estabelecimento; cumprindo em cada caso o disposto no codigo da fazenda sobre as importações de mercadorias livres de direitos por contractos.

(2) A exonerar á empreza de todo imposto nacional.

(3) A não fazer concessão igual á deste contracto a nenhuma pessoa, companhia ou corporação, por todo o tempo que dure este contracto, cujo prazo é de vinte e cinco annos.

ARTIGO 7°. Dentro dos dous annos a contar da data em que fôr approvado este contracto pelo Congresso Nacional, a Empreza de Armazens deverá tel-os estabelecidos em Caracas, La Guaira, Puerto Cabello, Maracaibo e Ciudad Bolivar, e dentro de tres annos a contar da mesma data, nos demais portos habilitados.

O PRESIDENTE IGNACIO ANDRADE.

O General IGNACIO ANDRADE, actual Presidente de Venezuela, nasceu em Merida em 1839; descende de uma familia illustre do paiz e é filho do General JOSÉ ESCOLASTICO ANDRADE. O Senhor JOSÉ ANDRADE, distincto Ministro de Venezuela nos Estados Unidos, é um de seus irmãos.

O Presidente ANDRADE tem figurado por muitos annos nos assumptos publicos de Venezuela e tem occupado numerosos postos de prominencia e responsabilidade. Sua vida publica não se tem limitado aos assumptos politicos, mas é tambem um soldado distincto que mandou um corpo de exercito e tomou parte muito importante na revolução de 1892, a qual collocou o General JOAQUIM CRESPO á testa do Governo.

O novo Presidente tem viajado muito, e está perfeitamente identificado com o espirito da epocha. Residiu na Europa por muitos annos e tem visitado os Estados Unidos em varias occasiões. Sua eleição para a Presidencia em Setembro ultimo foi quasi unanime, pois recebeu 406,000 votos de um total de 490,000.

O Honrado Sr. FRANCIS B. LOOMIS, Ministro dos Estados Unidos em Venezuela, que está agora neste paiz, crê que a

administração do novo Presidente é favoravel á continuação das relações cordiaes entre os dous paizes e ao augmento do commercio. O Sr. Loomis diz que Venezuela necessita capitaes, e que o Presidente Andrade deseja fomentar o emprego em Venezuela de capitaes estrangeiros, assim como tambem a immigração, especialmente dos Estados Unidos.

MISSÃO ESPECIAL DO GOVERNO INGLEZ NA AMERICA DO SUL.

O South American Journal de 8 de Janeiro, referindo-se aos passos que está dando o Governo inglez para reter e estender seu commercio actual com a America do Sul, publica o seguinte:

"Communicam-nos que o Governo nomeou o Sr. Worthington, de Manchester, como enviado especial para a America do Sul, com o objecto de investigar as condições dos mercados locaes para informação da junta de commercio que está considerando agora a conveniencia de estabelecer uma repartição de informação commercial. O Sr. Worthington irá acompanhado de Sir Vincent Barrington, o qual representará as camaras de commercio associadas. Ambos os commissarios pensam partir deste paiz para a America do Sul em fins do corrente mez."

O Daily Mail, ao dar esta noticia, accrescenta:

Os preliminares do projecto, que Sir Courtney Boyle foi o primeiro a annunciar recentemente em Nottingham, continuam satisfactoriamente. Não sómente têm-se obtido muitas informações uteis de varias camaras de commercio, mas têm-se recolhido tambem dados de muito valor. Estas informações não bastam, entretanto, para indicar qual seja o character definitivo do projecto. Isto sómente poderá ser determinado quando os membros da commissão que foram nomeados para estudar a proposta, apresentarem seu relatorio ao presidente da junta de commercio, a qual o submetterá então ao Gabinete, acompanhado de suas recommendações, e o Gabinete decidirá definitivamente.

CODIGO DA NOMENCLATURA COMMERCIAL.

A Secretaria do Thesouro dos Estados Unidos publicou a seguinte circular que adopta para uso nas varias alfandegas deste paiz, como livro de consulta, o Codigo da Nomenclatura Com-

ectores e outros empregados das alfandegas:

ıformidade com uma resolução da Conferencia Internacional Americana, se recommenda aos governos representados n'ella a adopção de uma ıtura commum para designar em ordem alphabetica em inglez, em portu- espanhol, aquelles artigos sobre os quaes se impõem direitos de impor- :vendo a mesma ser usada pelas nações americanas ao impor direitos ; ou que fôrem mais tarde estabelecidos, assim como para preparar ıs, facturas consulares, entradas, despachos de sahida e outros docu- e alfandega, a Secretaria das Republicas Americanas publicou em tres uma obra intitulada "Codigo da Nomenclatura Commercial," que 8,000 palavras commerciaes dispostas de tal maneira que constituem conveniente de consulta nas tres linguas, ingleza, portugueza e hes-

ublicação é pela presente aceita como obra de consulta para a traducção ras e phrases commerciaes para uso desta Secretaria e dos inspectores de ıs, assim como dos avaliadores de mercadorias.

ecretaria deverá ser notificada de qualquer erro ou inexactidão que se n'ella.

W. B. Howell, *Sub-Secretario.*

COMMERCIO MISCELLANEO.

REPUBLICA ARGENTINA.

ção de Carvão de a Americano.

Um representante de uma casa importante de carvão de pedra de Philadelphia está actualmente em Buenos ɔm o fim de collocar neste mercado o carvão Pocahontas. Este em sido empregado por muito tempo na America Central e nas Antilhas ado resultados satisfactorios. O actual commercio de carvão entre os Unidos e a Republica Argentina é muito pequeno, mas é susceptivel de lesenvolvimento si se esforçarem diligentemente. O total das exporta-

de trigo, a colheita é a maior que se tem feito por muitos annos. Diz-se que a colheita é excellente, tanto na sua quantidade, como na qualidade e côr do grão.

Enfardamento de Apparelhos Electricos. Os importadores de Buenos Aires queixam-se do máo estado em que os apparelhos electricos chegam a esta cidade. Cita-se, como exemplo, uma casa americana que enviou a este mercado uma grande remessa de lampadas globulares para luz electrica, as quaes chegaram em grande parte quebradas. Ao mesmo tempo em que se fez essa reclamação, cita-se o facto de que as remessas da Inglaterra chegaram em muito melhor condição. As pessoas interessadas neste commercio devem aproveitar-se desta suggestão.

BRAZIL.

Cabo Submarino. O cabo do Oeste e do Brazil entre Pernambuco e Ceará, e o cabo do Amazonas, que se estende desde a foz deste rio até Manáos, os quaes estiveram interrompidos por algum tempo, foram concertados e está restabelecida a communicação.

Exportação de Borracha. As exportações de borracha do Pará no mez de Outubro proximo passado montaram a 2,074,644 kilogrammas, dos quaes 1,061,573 kilos foram embarcados para a Europa e 1,013,071 para os Estados Unidos.

Mineração de Ouro em Minas Geraes. A Companhia Mineira de São Bento, que começou suas operações no Estado de Minas ha um anno, possue quasi 10,000 geiras de terra. O minerio foi calculado a dar uma média de 311 grammas de ouro por tonelada, mas em alguns lugares era muito mais rico e deu 7 15 grammas. O minerio é muito friavel e não se necessitam moinhos para trabalhal-o. Pode ser pulverisado passando-o simplesmente entre cylindros, depois collocando-o nos tanques. A companhia tem um capital de $1,300,000 (ouro).

Nova Fabrica de Chapéos. A nova fabrica de chapéos estabelecida ultimamente na cidade do Rio de Janeiro, emprega 120 operarios e faz 1,000 chapéos por dia. Pode produzir até 5,000 chapéos diariamente, no maximo, e diz-se que chegará a empregar 600 operarios.

Abastecimento de Carvão. O Jornal do Commercio noticia que a Brazilian Financial Company, de Londres, celebrou um contracto para o abastecimento de carvão da Estrada de Ferro Central durante o anno proximo. O preço que se estipulou foi de $6.25 por tonelada, collocada no porto de Rio de Janeiro. Segundo o contracto, a quarta parte de toda a quantidade pode ser entregue em Santos, com uma despeza addicional de 75 centavos por tonelada.

CHILI.

Exportação de Carnes Geladas. Organisou-se ultimamente em Valparaiso uma companhia para exportar carnes geladas de Punta Arenas no Estreito de Magalhães para a Europa. Diz-se que em breve a companhia exportará 20,000 carneiros como seu primeiro ensaio.

MEXICO.

Fabrica de Folha de Flandres. Vai-se inaugurar em breve no Mexico a nova industria do fabrico de folha de Flandres e já foi solicitada ao Governo mexicano a propria concessão. Crê-se que, em consequencia do augmento

do commercio de productos conservados, taes como os fructos e legumes, que a Republica está desenvolvendo, a nova industria que se projecta favorecerá muito o paíz, e se espera com interesse a acção do paiz a respeito.

Fabrica de Bicycletas e de Borracha. Uma concessão foi feita pelo Governo mexicano a um fabricante americano, para construir e operar uma fabrica de bicycletas e de borracha no Mexico. O concessionario propõe-se utilisar a grande força de agua que já obteve para produzir a força electrica e fazer concurrencia com os fabricantes dos Estados Unidos no commercio de bicycletas. Por causa dos salarios baratos no Mexico espera-se que a empreza terá bom exito.

Inauguração da Estrada de Ferro do Mexico, Cuernavaca do Pacifico. Um interessante e importante successo, que mostra o desenvolvimento interno e o espirito progressivo do Mexico, foi a inauguração no mez de Dezembro proximo passado da estrada de ferro do Mexico, Cuernavaca e do Pacifico que estende-se da cidade de Mexico até Cuernavaca. O Presidente da Republica e seu ministerio assistiram ás ceremonias, assim como os membros do corpo diplomatico e outras pessoas distinctas da Republica. A distancia entre os pontos terminaes da estrada é de 75 milhas, mas o que é de importancia quanto a esta linha, é que se projecta estendel-a até Acapulco na costa do Pacifico e sua construcção até este porto será proseguida com a mesma energia que tem sido manifestada nas obras concluidas.

Planos para o novo Palacio Legislativo. Até o dia 27 de Dezembro de 1897, o Governo Mexicano tinha recebido para approvação, vinte e nove planos ou especificações para o novo Palacio Legislativo que propõe-se construir na cidade de Mexico. Alguns destes foram submettidos por mexicanos e outros por europeos, mas a maior parte foi submettida por architectos americanos.

Orçamento para 1898-99. No parecer submettido ao Congresso pelo Sr. José Ines Limantour, a despeza para o exercicio de 1898–99 é orçada em $52,089,000, e a renda em $52,109,000. Na divisão de rendas, a renda aduaneira é orçada em $23,847,000, os impostos internos em $23,092,000 e o resto do orçamento de renda vem de outras fontes.

Concessão para uma Fabrica de Fundição. Uma concessão foi feita ultimamente pelo Governo mexicano a uma companhia de Kansas City, Missouri, para a construcção de uma fabrica de fundição na Villa del Carmen no Estado de Coahuila, para a preparação de todas as classes de mineraes. Pelas estipulações da concessão, a fabrica de fundição deverá ter uma capacidade minima de tratar 25 toneladas de mineraes por dia. A construcção da obra deverá começar dentro do prazo de dous annos, a contar de 30 de Dezembro de 1897, e deve ser concluida dentro do prazo de oito mezes contados da mesma data. As machinas e materiaes que se necessitam para a obra serão importados livres de direitos.

Annullação de uma Concessão de Estrada de Ferro. Devido ao facto de não ter cumprido a Companhia de Estrada de Ferro Mexicana do Sudoeste com as estipulações da concessão, o Governo Mexicano annullou o contracto. Esta resolução é baseada em não terem os concessionarios cumprido com o que dispõe o artigo 2°, no qual se estipulou que dentro de um anno depois de promulgada a concessão (20 de Dezembro de 1896) 100 kilometros da linha, de San Gerónimo

á fronteira de Guatemala, deviam estar concluidos. Com a annullação do contracto se perde a somma de $50,000 depositada no Thesouro do Governo como garantia do cumprimento do contracto.

NICARAGUA.

Estrada de Ferro Nacional.

No Boletim de Dezembro se fez referencia a um projecto de lei, então pendente de discussão perante o Congresso de Nicaragua, autorisando a venda da Estrada de Ferro Nacional e os vapores do Lago Managua, que fazem suas viagens em combinação com aquella. O Sr. PAUL WIESIKE, consul dos Estados Unidos em Managua, communica ao Ministerio de Estado em data de 19 de Outubro de 1897, que aquelle projecto foi approvado e que o commissario nomeado pelo Governo para vender ou arrendar a linha, visitará primeiramente os Estados Unidos. O equipamento completo da linha, segundo o Sr. WIESIKE, comprehenderá a compra de 100 carros de carga, 3 locomotivas, a reconstrucção de uma das pontes e reparos do caminho, todo o qual necessita um gasto de não menos de $100,000.

Mina de Ouro.

Segundo uma correspondencia publicada no "Engineering and Mining Journal" foram descobertas novas minas no Districto de Siguia, a uma distancia de 20 milhas ao norte de Rama e de 80 milhas de Bluefields por agua. Crê-se que este districto provará ser muito rico, porque dos ensaios ja feitos dá-se uma producção de $19.50 a $36 em ouro e de 6 a 10 onças de prata por tonelada. Os ribeiros das montanhas na localidade, onde se encontra o quartzo, fornecem agua em abundancia que se pode utilisar como força motora. Os proprietarios da terra estão abrindo galerias e preparando-se a explorar seus prazos em grande escala.

PERU.

Commercio com Lima.

Os phosphoros que se usam em Lima são todos importados da Suecia porque não ha fabricas de phosphoros no Peru. A importação deste artigo é muito importante. A illuminação da cidade a luz electrica está sendo adoptada e crê-se que em breve substituirá o systema actual de illuminação a gaz, quer nos edificios publicos, quer nos particulares. Muitas das principaes cidades da Republica estão interessadas neste assumpto, pois ha boas opportunidades para os fabricantes americanos de apparelhos electricos. A manufactura de mobilia no paiz teve tanto exito que a importação de mobilia estrangeira tornou-se muito insignificante e é limitada inteiramente ás boas qualidades deste artigo.

ESTADOS UNIDOS.

Industria de Transportes com a America Latina.

A seguinte tabella, que foi compilada de dados subministrados pela Repartição de Estatistica, mostra a importancia da industria de transportes entre os Estados Unidos e os differentes paizes da America Latina durante o mez de Novembro, assim como a proporção que de dita industria se fez em navios americanos. Segundo a mesma autoridade, os

avios que levam a bandeira dos Estados Unidos occupam o segundo lugar entre s que se dedicam á industria mencionada. Os navios inglezes occupam o rimeiro lugar, vindo em seguida os navios americanos, e depois os noruegos e allemães.

Paizes.	Valor das mercadorias.	Navios americanos.
ierica Central	$622, 678	286, 378
xico	3, 156, 580	1, 031, 242
ublica Argentina	1, 008, 511	148, 889
ivia	800, 939	863, 811
zil	270	270
le	7, 543, 577	616, 402
umbia	416, 546	88, 531
ador	659, 326	223, 587
aguay	116, 455	116, 455
u	524	.....
guay	176, 533	55, 584
ezuela	310, 301	.....

URUGUAY.

Commercio de Carvão. N'um relatorio remettido ao Ministerio de Estado a 4 de Dezembro de 1897, o Consul ALBERT W. SWALM, nece interessantes dados relativos ao commercio de carvão no Uruguay. O rvão que se importa no Uruguay vem na maior parte de Cardiff em Galles, em ncurrencia com o dos Estados Unidos. O carvão que as estradas de ferro npregam é livre de direitos, mas todo o outro carvão paga 60 centavos por nelada. A avaliação aduaneira do trafico do carvão tem montado a $1,000,000. preço a retalho varia de $8 a $10 (ouro) por tonelada, mas em 1897 houve otavel diminuição, tanto na importação como no negocio em geral, comparado om o anno anterior. O Sr. SWALM diz que um representante de uma das maiores companhias exportadoras de carvão da costa do Atlantico esteve recentemente em Montevidéo, afim de fazer arranjos para introduzir carvão americano em concurrencia com o de Galles, e elle não vê a razão por que tal tentativa não terá bom exito, com a condição de que os carregamentos dos Estados Unidos conservem o modelo de limpeza estabelecido pelas companhias rivaes; o que não tem succedido até agora, sendo esta a causa principal por que o carvão americano não domina o mercado.

Exportação de Lã e Pelles de Carneiro. A exportação de lã do porto de Montevidéo, segundo o Sr. SWALM, consul dos Estados Unidos nesse porto, foi, desde o primeiro de Outubro até 30 de Novembro de 1897, de 6,705 fardos de 500 kilogrammas cada um. Destes, 173 fardos despacharam-se para os Estados Unidos; para a França 3,105; Belgica, 883; e Inglaterra, 997. A tosquia foi tão grande e geralmente de melhor qualidade que a do anno anterior. Desde o primeiro de Agosto até 30 de Novembro de 1897, se exportarem 7,729 fardos de pelles de carneiro, dos quaes a França recebeu a maior parte.

Commercio Com os Estados Unidos em 1897. O consul geral PRUDENCIO DE MURGUIONDO, representante do Uruguay nos Estados Unidos, remetteu a esta Secretaria uma relação do commercio entre os dous paizes, no anno commum de 1897.

O valor total das exportações para os Estados Unidos foi de $4,391,063, e das importações foi de $1,135,679. O total do commercio durante o anno findo no valor de $5,526,742. Segundo este documento, as exportações no primeiro semestre montaram a $3,560,115, e no segundo semestre a $830,948. A exportação de lã no primeiro semestre do anno subiu a $1,950,674, e a do segundo semestre consistiu em oitenta e cinco fardos, no valor de $14,825, a qual mostra uma diminuição de $1,935,849.

No anno commum de 1896, as importações procedentes dos Estados Unidos foram no valor de $1,452,331. Estes algarismos comparados com os do anno de 1897, mostram uma diminuição, durante este ultimo anno, de $316,652. O Sr. MURGUIONDO attribue a diminuição no commercio ás perturbações politicas do Uruguay durante o anno de 1897. Tendo cessado este estado de cousas, o Sr. MURGUIONDO espera um prompto restabelecimento do antigo commercio existente entre os dous paizes.

VENEZUELA.

Installação em Caracas de Tramvias á Tracção Electrica.

Está revogada a concessão feita em Julho de 1896 a uma companhia para a installação na cidade de Caracas de um systema de tramvias á tracção electrica. Isto é devido ao facto de que o concessionario deixou de cumprir as condições da concessão. Actualmente Caracas possue um systema muito imperfeito de tramvias e a revogação da concessão offerece opportunidades favoraveis a capitalistas americanos que estejam interessados em emprezas desta natureza.

CORRECTION.

The clause in second paragraph on page 1265, explaining the plan for the payment of the national debt of Guatemala, should read:

For the payment of the debt, 15 cents per bottle of spirits sold in the national depositories from January 1 to September 30, 1898, and, after that date, 25 cents per bottle, and 5 per cent of the import on foreign merchandise, shall be set aside.

BULLETIN MENSUEL

DU

BUREAU DES RÉPUBLIQUES AMÉRICAINES

UNION INTERNATIONALE DES RÉPUBLIQUES AMÉRICAINES

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RELATIONS COMMERCIALES EN AMÉRIQUE.—VII.*

LES RESSOURCES INTERNES DU MEXIQUE.

Dans les articles précédents de cette série, le commerce extérieur du Mexique, de l'Amérique Centrale, des Indes Occidentales et de l'Amérique du Sud, a été principalement discuté. Nous allons maintenant examiner les ressources internes de ces grandes divisions dans l'ordre nommé, et le degré de leur développement comme base de l'accroissement futur de leur commerce extérieur.

Au Mexique, le progrès fait pendant la dernière décade, dans les manufactures, aussi bien que dans l'agriculture, et l'augmentation des facilités de transport qui constitue la chose la plus nécessaire à l'utilisation effective des richesses naturelles de tout pays, a été de même rapide et réel. Ce progrès est dû principalement à l'administration stable et sage, et en même temps progressive, des affaires du pays qui, de tout temps, a marqué les différents termes du Président Diaz. On ne peut mettre en doute que le Mexique doit beaucoup de reconnaissance à l'habile homme d'Etat et sage Chef du Pouvoir Exécutif qui, avec la coopération zélée de la

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meilleure intelligence du pays, a assuré une longue période d paix et de développement tranquille. Heureusement pour l Mexique, il a été aidé par les conditions économiques, créées e partie par la législation, qui ont contribué au développement d'in dustries propres au pays et à encourager l'entreprise et l'économie

Le Mexique est riche en produits différents dont le monde a l plus grand besoin, et dont la production jusqu'ici n'est pas asse grande pour surcharger le marché. Le Mexique ne dépend pas quant à son commerce d'exportation, des denrées principales, telle que le blé, le coton, le sucre, et les viandes, qui sont produite en de si énormes quantités dans les zones tempérées que de gro bénéfices, sauf en temps de mauvaises récoltes, n'en sont plus réa lisés. Un courant continuel de richesse afflue dans le pays, pro venant de sa production de métaux précieux et autres, qui son toujours en demande; du café, des textiles, du tabac, de la vanill et des fruits qui rapportent encore dans les marchés du monde de prix relativement élevés. Pendant 1897, le Mexique a expor des minéraux d'une valeur de $42,000,000. Dans les neuf pr miers mois de 1897, il a vendu à l'étranger du café pour u valeur de $4,574,252, contre $3,335,385 pour la même périoc de 1896. Ses exportations de fibres de hennequen, aux Eta Unis seulement, pendant les neuf mois, augmentèrent de beauco plus de $500,000, et le total des exportations s'élève à envir $8,000,000 par an. L'exportation d'oranges s'est développée conséquence de la découverte que les oranges mexicaines po raient servir à suppléer au manque dans la récolte aux Eta Unis. Même dans les années d'abondance au dernier pays, production au Mexique n'affecte par les récoltes de la Californie de la Floride, à cause des différentes périodes de la maturation de la vente du fruit. La vanille rapporte au Mexique un milli ou plus de dollars par an. L'exportation du tabac atteint presq $2,000,000, et la qualité est si près de celle de la meilleure feui cubaine que le développement de cette branche d'agriculture raît s'assurer complètement. Le bétail, les cuirs et peaux s exportés annuellement pour une somme d'environ $3,000,0 Les forêts du Mexique sont très riches en bois de construction, bois de teinture, en plantes médicinales et autres plantes d'u grande utilité. Les exportations de bois d'ébénisterie et de b

de teinture sélèvent à $2,000,000 ou $3,000,000 par an, et l'abondance de ce produit est telle, que l'industrie est capable d'un développement indéfini.

A une distance d'à peu près 1,200 milles, s'étendant de l'Etat de Sonora à l'Etat d'Oaxaca dans la direction du nord-ouest au sud-est une zone de minerais d'une richesse extraordinaire offre un vaste champs pour l'exploitation minière avantageuse. L'or, l'argent, le mercure, le fer, le charbon, les minerais de plomb mou, l'asphalte, l'asbeste, le pétrole, le sel, le cuivre, les pierres précieuses, l'onyx et les marbres d'une grande variété et beauté se trouvent en plus ou moins d'abondance partout dans cette région. Le Consul-Général britannique à Mexico, dit dans un rapport publié au mois d'août 1897, que de nombreuses nouvelles mines d'or sont en en voie d'exploitation dans les Etats de Sonora, d'Oaxaca et de Mexico et qu'on peut s'attendre à une augmentation considérable dans la production. L'Etat de Chihuahua est reconnu comme étant une des grandes régions minières qui existent au monde. Des chemins de fer sont en voie de construction qui fourniront les facilités de transport dont on a besoin, et un vaste développement de l'industrie minière suivra sans doute. Des capitaux américains ont déjà été placés en grand nombre dans les mines mexicaines, et une demande de machines américaines et d'appareils pour épargner le travail a été créée, qui augmentera d'avantage avec le nombre de placements et l'accroissement général des opérations minières.

Un débouché semblable pour les machines et outils agricoles sera effectué par l'extension des opérations agricoles et de l'amélioration des méthodes agricoles que la vente avantageuse à l'étranger de tant de produits mexicains doit indubitablement accomplir. La plus grande partie du plateau central mexicain se compose de terres fertiles d'une si grande facilité de production, que même, avec l'emploi des méthodes les plus primitives de la culture, le plateau continue, après des siècles de production, à produire des récoltes abondantes. Une fois que les habitants se rendront compte des économies de temps et de travail effectuées par les machines et outils agricoles pour lesquels les Etats-Unis jouissent d'une si juste renommée, et apprendront leurs différents usages, la production de cette grande région augmentera énormé-

ment et un vaste débouché sera créé pour l'une des plus i
tantes classes des manufactures des Etats-Unis.

En attendant, le Mexique lui même développe rapidem
industries nationales et avant peu pourra sans doute employ
grande partie de sa matière première dans certaines classes de
factures. "La manufacture au Mexique," dit le Ministre
SOM des Etats-Unis dans un rapport daté du 26 Septembre
qui a été publié dans les Rapports Consulaires Spéciaux "l'A
et Les Prix aux Pays Etrangers," "a été développée consid
ment, surtout la manufacture des qualités plus ordinaires de
nades et de lainages, de toiles blanchies ordinaires, de lainage
châles, d'indiennes, de calicots et de laine; aussi la manuf
des produits de la canne à sucre, de l'alcool, du papier, de c
et de cigarettes. Beaucoup de personnes instruites croient
baisse du prix d'argent est la cause principale du développ
de ces industries. Jusqu'à un certain point il y a de la vérit
cette supposition, le rabais sur l'argent contribue à la dimi
de l'importation étrangère et à l'encouragement de la prod
nationale. Mais it y a eu d'autres puissantes causes qui or
tribué à ce changement—une administration habile, sage et
pendant la présidence du Général DIAZ, la confiance du
mexicain et des étrangers dans la stabilité du gouvernem
construction de chemins de fer (tous, à l'exception de celui
de Vera Cruz à la Cité de Mexico, ayant été terminés
1883), l'amélioration des ports, l'accroissement du comme
libéralité du gouvernement envers les nouvelles industries;
les influences générales d'ordre, de paix et de commerce ont
contribué à ce résultat.

Ce n'est pas de l'exagération de dire que, dans les dix de
années, les Américains du Nord ont placé dans les min
chemins de fer, les terres et dans d'autres enterprises, des so
supérieures au montant total de l'argent en circulation d
République. Aussi, il ne faut pas ignorer dans cette con
tion un fait très significatif—que les droits douaniers sur l
cles fabriqués de coton, de laine, de papier, de tabac et sur l
duits alcooliques sont très élevés et que les droits sur les
nades furent imposés dès 1830 et augmentés constamment j
1887. Depuis lors, ils sont restés presque stationnaires. S
sieurs classes de cotonnades et de lainages, ces droits ont ét

hibitifs et l'on peut dire que sur les qualités ordinaires, les droits pendant les dix et quinze dernières années ont rangé de 40 à 75 et à 85 pour cent. En vue de cette assertion, je cite d'un rapport fait par un écrivain éminent dans un ouvrage intitulé "Les Finances des Etats-Unis Mexicains," d'après "Documents Officiels" par Prosper GLONER, publiés en 1895. Il dit: "L'industrie cotonnière au Mexique doit son développement surtout aux droits douaniers qui, par l'imposition de droits élevés, empêchent l'importation des cotonnades ordinaires. Cinq pour cent de ces droits furent imposés en 1830 et jusqu'à 1887 il y en a eu une augmentation continuelle."

M. CRITTENDEN, consul-général des Etats-Unis, dans un rapport daté de la Cité de Mexico, le 7 septembre 1896, publié dans les Relations Commerciales des Etats-Unis 1895–96, Tome I, dit: "Depuis que les taux du change ont été si changeants et si défavorables entre le Mexique et les gouvernements étrangers et que des tarifs élevés de protection ont été imposés sur presque tous les articles qui entrent dans la consommation mexicaine, beaucoup d'articles jusqu'ici importés, tels que couvertures de lits, tapis, étoffes de toutes sortes pour habillement d'hommes, indiennes, vêtements de dessous de toutes sortes, chapeaux, chaussures et autres articles, sont nécessairement fabriqués dans la République du Mexique. Les Mexicans ont été assez intelligents et actifs pour profiter de ces courants adverses et ont élevé avec une rapidité étonnante pour le Mexique, une série de grandes ou petites fabriques de presque toutes les classes de marchandises, se servant de machines modernes qui peuvent être comparées favorablement à beaucoup de machines employées par d'autres pays. Quelques-unes des marchandises ainsi fabriquées au Mexique sont excellentes, quant à la chaîne, à la trame et au fini, et aujourd'hui on en voit plus dans l'usage journalier qu'autrefois. Les manufacturiers au Mexique possèdent un grand avantage—le bas prix du travail et l'usage libre de l'excellente force hydraulique qu'on trouve en beaucoup de localités du Mexique, et cette force est souvent située tout près des chemins de fer qui pénètrent dans les différentes parties de la République.

"Les ouvriers ordinaires sans métier sont placés sous la direction d'étrangers expérimentés qui les instruisent facilement dans le labeur nécessaire et les difficultés du travail. Je suis informé que

ces filatures de coton rapportent de 20 à 40 pour cent de dividendes annuels. Avant peu le Mexique, vu les causes encourageantes ici citées, aura ses industries manufacturières établies dans tous les Etats d'accès facile et avantageux, avec des produits améliorés se vendant à des prix qui excluiront de ses marchés les articles ordinaires. Et même aujourd'hui des chaussures sont expédiées de quelques Etats du Mexique du Nord aux Etats-Unis. J'ai vu des draps d'un beau fini pour confections d'hommes, coûtant, faits dans les meilleurs magasins, de $20 à $30 par costume, monnaie mexicaine. Il y a une abondance de laine au Mexique. Le coton aussi est cultivé dans quelques parties de la République, mais pas en quantités suffisantes pour suppléer à la demande, le reste, rangeant de 75,000 à 100,000 balles par an, est importé de Texas, au prix de 21 à 22 cents, 'monnaie mexicaine' par livre, livré aux filatures."

Le Consul-Général britannique à la Cité de Mexico, M. CARDEN, est d'accord avec les représentants des Etats-Unis dans cette ville, quant au développement des entreprises industrielles dans le pays. "On peut se rendre compte de la grande activité constatée dans l'industrie de la manufacture du coton," dit M. CARDEN dans son rapport d'août 1897, "quand on considère que malgré la bonne récolte de 1896, les importations de la matière première dépassèrent celles de l'année précédente de plus de 10 pour cent, ceci en dépit de l'élévation considérable du prix du coton." attribue la diminution dans les importations de lainages, de pr de 12 pour cent "à la grande amélioration dans la qualité d manufactures locales." L'augmentation dans les importations fer et d'acier, de près de soixante-dix pour cent, est expliquée p "l'activité extraordinaire dans la construction et l'amélioration travaux d'une utilité permanente au pays."

La croissance industrielle du Mexique a été accompagnée d'u développement remarquable dans ses facilités de transport. A 1er juillet 1897, la République avait en opération 7,365 milles chemins de fer, et l'on peut raisonnablement s'attendre, vu progrès de ces dernières années et les ressources qui attendent débouché dans les marchés du monde, à l'expansion prochai dans la construction de chemins de fer. "Aujourd'hui," dit l Consul-Général CRITTENDEN dans son rapport du 7 septembre 1896, "on peut traverser par chemins de fer presque toute la

épublique et arriver au Mexique des Etats-Unis par n'importe quelle des trois routes postales, ou *via* New-York par des bateaux agnifiques allant à Tampico ou à Vera-Cruz et de là par chemin e fer à la Cité de Mexico. Ces routes, toutefois, ont été cons-uites presque entièrement du côté de l'Atlantique et par conséuent le côté de l'Océan Pacifique est presque inaccessible, ou l faut prendre un chemin détourné. Toutefois cet état de choses 'améliore rapidement, et aujourd'hui il y a en construction trois voies ferrées se dirigeant rapidement aux ports de l'Océan Pacifique. Bientôt on pourra dire que le Mexique entier est traversé par la locomotive. Ces nouvelles voies sont aidées et assistées matériellement par le Gouvernement."

Depuis la date du rapport de M. CRITTENDEN, le chemin de fer à travers l'Isthme de Tehuantepec reliant l'Atlantique et le Pacifique a été terminé et promet de devenir un facteur important du commerce international, en plus de fournir les moyens de communications faciles entre les côtes est et ouest de la République et se joignant aux grands réseaux du plateau central.

Le commerce maritime du Mexique du côté de l'Atlantique est contrôlé en grande partie par la New York and Cuba Mail Steamship Company, connue aussi sous le nom de "Ward Line," qui possède une flotte de beaux bateaux qui font le service entre New York et les principaux ports de la côte mexicaine du Golfe, y compris Progreso, Vera Cruz, Tampico, Campêche etc., *via* la Havane. Du côté du Pacifique les vapeurs de la Pacific Mail Company touchent aux différents ports, parmi lesquels sont Salina Cruz, Acapulco, Manzanillo et Mazatlan.

L'amélioration des principaux ports mexicains a été pendant quelques années l'objet de la sollicitude et de l'effort spécial de la part du Gouvernement mexicain; et aux deux ports importants de Tampico et de Vera Cruz sur le Golfe, des travaux grandioses ont été faits pour assurer aux vaisseaux un mouillage sûr. A Salina Cruz et à Coatzacoalcos, les ports respectifs du Pacifique et du Golfe sur l'Isthme de Tehuantepec, des travaux semblables sont en voie de construction, et avec le développement des industries et du commerce mexicain les points importants échelonnés sur les côtes maritimes de l'est et de l'ouest seront pourvus peu à peu de toutes les facilités modernes nécessaires au trafic.

En plus des chemins de fer, le Mexique possède des facilités de

transport par les rivières et par les lacs qui sont susceptibles d'un développement considérable, bien que les conditions topographiques et de climat soient telles que la navigation continue des rivières pendant toute l'année est impraticable pour des distances considérables. Le Consul-Général des Etats-Unis, dans un rapport publié en 1895 dans les rapports consulaires spéciaux, "Highways of Commerce" (Les Grandes Routes de Commerce), dit, relativement à ce sujet: "La configuration du pays et le caractère des saisons sont tels que de grandes rivières navigables sont une impossibilité. Les seules rivières qui admettent du trafic par de petits bateaux sont quelques-unes au niveau de la côte, mais elles ne sont navigables qu'à une distance de 125 milles du Golfe et de 62 milles de la côte du Pacifique. Les nombreuses cimes qui ont une hauteur de 10,000 et 17,000 milles au-dessus du niveau de la mer sont peu couvertes de neige, et la quantité de neige qui y tombe est insuffisante pour former de gros volumes d'eau ou de grandes rivières. Sur les plateaux du centre, il y a quelques lacs dont les eaux sont utilisées jusqu'à un certain point par les Indiens dans le trafic qu'ils font dans leurs petits et primitifs canots. Des canaux sont impraticables à cause de la topographie, sauf sur la côte du Golfe et les plaines des Etats du Centre et de la frontière du Nord; mais le plus grand obstacle à la navigation intérieure est dû au desséchement, pendant certaines périodes de l'année, surtout pendant la saison des sécheresses, des cours d'eau, soit par l'évaporation naturelle, soit par l'emploi injudicieux des eaux pour l'arrosement, de sorte que même les plus petits bateaux ne peuvent pas flotter. Tôt ou tard, on portera remède à cette dépense d'eau, puisque les autorités sont vigilantes pour la protection de tous les éléments qui contribuent à l'avancement du Mexique. Jusqu'à un certain point on pourrait porter remède à ce manque de moyens de navigation par la canalisation et le drainage des eaux existantes dans les bassins naturels dans les différentes parties de la République par le détournement de leurs cours par intervalles pendant certaines saisons de l'année, vers les rivières ou les canaux qui sont navigables, afin de maintenir constamment la profondeur requise."

Le Gouvernement mexicain a déjà témoigné son appréciation de la valeur de ces entreprises en faisant des contrats pour la cons-

uction de plusieurs canaux importants, y inclus le Canal de hijol entre Tampico et Tuxpan, qui aura une longueur de 250 illes, et la canalisation de la rivière Tempoal qui se jette dans Panaco près de Tampico. Il y a beaucoup d'autres rivières et ours d'eau qu'on pourra utiliser par le moyen d'améliorations lus ou moins extensives, et quand le Mexique sera pourvu d'un ystème efficace de routes maritimes, l'état du commerce interne era grandement amélioré. "Les efforts du Président DIAZ et sa ibéralité envers l'exploitation de chemins de fer et de lignes de apeurs," dit le Consul CRITTENDEN, "ont contribué principalement l'établissement dans la République de voies de communications, ccomplissant ainsi ce qu'aucun de ses prédécesseurs n'a pu faire—est-à-dire, faisant de ce pays, le plus prospère des contrées de Amérique-Espagnole." On peut supposer que la même politie sera poursuivie dans l'amélioration des rivières et des routes, ec des résultats avantageux correspondants.

Le développement interne du Mexique et de ses industries, ainsi ie du commerce national, a, pour le peuple des Etats-Unis, une portance et un intérêt particuliers, non-seulement par rapport à ccroissement général du commerce, mais en aidant à créer les eilleures conditions pour l'emploi du capital, de l'entreprise et du avail de métier des Etats-Unis, et pour la vente de machines, outils, de quincaillerie, et d'une variété d'autres produits manuctures, dans la manufacture desquels les Etats-Unis surpassent ous les autres pays. Le capital des Etats-Unis est deja intéressé argement dans les chemins de fer mexicains et les exploitations inières, et l'on peut s'attendre à ce que les entreprises agricoles et manufacturières attirent aussi le capital libre et l'habileté de la grande République du nord. Heureusement, les articles offerts pour échange par chaque pays sont, avec peu d'exceptions, ceux qui ne font pas concurrence aux industries nationales de l'autre, et à mesure que les ressources internes du Mexique seront développées, les liens de rapport commercial devront se multiplier et se raffermir constamment à l'avantage réciproque des deux Républiques.

Joseph P. Smith

RÉPUBLIQUE ARGENTINE.

RAPPORT SUR L'IMMIGRATION.

Les données suivantes relatives à l'immigration dans la F blique Argentine sont tirées d'un récent rapport officiel.

On ne connaît pas exactement la superficie de la Républ mais on l'estime à environ 1,172,000 milles carrés. Le tot la population, selon le recensement de 1895, est de 4,000,000 tants approximativement, ce qui représente 1.33 habitant kilomètre. Par rapport à la population de la France, à s 73 personnes par kilomètre carré, le pays est capable de sou plus de 200,000,000 habitants. Malgré les changements breux et subits du climat. le pays est éminemment salub convient aux habitants des zones tempérées. La mortalit pays se borne principalement aux enfants, due à l'ignorance part des parents des principes de l'hygiène.

Le climat attrayant, la fertilité du sol, la facilité pour la truction de chemins de fer, due à la topographie du pays, les breux cours d'eau à l'intérieur, et l'extensive côte maritime, devr attirer une immigration nombreuse et désirable. Dans les sp légitimes du travail, il y a de la place pour une augment annuelle de la population de 90,000 à 100,000 habitants. migrant qui possède quelques connaissances et du capital, et q propose à son arrivée dans le pays d'y acheter du terrain et bâti maison confortable, de travailler la terre et d'élever une famill le desideratum du pays. Pour cette classe, il y a de la place un nombre illimité. Partout dans la République, on peut ac à des prix trés modérés des terres qui ne demandent que peu de paration pour les rendre convenables à la culture, à l'élevag bétail, etc.

Ce qui jusqu'ici a caractérisé l'immigrant, c'est son pench s'établir dans les grandes villes au lieu de tenter sa fortune oi serait plus avancée par l'achat et le développement de terres les campagnes.

Le type le plus nombreux et le meilleur qui jusqu'ici est s'établir dans la République est l'Italien. Ce sont les seuls q

répandus dans tout le pays et qui aient profité de leurs unités.

tableaux suivants montrent l'immigration pendant les quatre ıi derniers ans et la nationalité et les professions des immi- dans les années 1894–96.

Année.	Nombre d'arrivées.
.....	52, 067
.....	54, 720
.....	61, 266
.....	102, 673
:mier semestre.....	35, 734

Nationalité.	Premier semestre de 1897.	1896.	1895.	1894.
ins du Nord.....	37	79	46	79
.....	5	12	11	.....
ıs.....	143	290	316	269
:ns.....	.....	53	.....	.....
ens.....	1, 003	963	549	440
.....	96	318	211	248
s.....	.....	.....	1	.....
ıs.....	553	58	91	128
.....	264	429	329	385
.....	17	3	2	.....
.....	47	126	115	99
ais.....	4	61	36	18
ıs.....	.....	8	.....	.....
.....	1, 652	3, 486	2, 448	2, 107
ıds.....	436	1, 039	1, 067	971
.....	13	3	12	7
.....	23, 303	75, 204	41, 203	37, 699
.....	25	212	27	117
yens	2	3	5	.....
ns.....	1	.....	1	.....
is.....	76	212	178	200
ns.....	18	20	6	2
.....	301	575	2, 336	3, 132
ıls	7, 198	18, 051	11, 288	8, 122
.....	22	52	62	42
.....	162	679	465	516
.....	251	724	369	122
ens.....	105	13	52	17
otal	35, 734	102, 673	61, 226	54, 720
ıtation annuelle	.....	41, 447	6, 506	2, 653

Professions.	1896.	1895.	18
Agriculteurs	58, 388	32, 941	3
Apothicaires	11	16	
Architectes	3	6	
Boulangers	74	66	
Barbiers	527	322	
Forgerons	26	19	
Relieurs	2, 243	917	
Maçons à briqueterie	158	46	
Ebénistes	59	43	
Calfats	23	19	
Charpentiers	886	634	
Clercs	1, 572	839	
Cochers	49	46	
Cuisiniers	461	308	
Tonneliers	87	74	
Vendeurs	581	204	
Journaliers	15, 983	8, 988	6,
Inventeurs	22	11	
Médecins	21	9	
Teinturiers	27	19	
Ingénieurs	9	5	
Machinistes	87	75	
Graveurs	16	8	
Pêcheurs	59	34	
Ouvriers en bois pour meubles	34	17	
Jardiniers	246	102	
Doreurs	44	36	
Gantiers	38	17	
Chapeliers	64	31	
Menuisiers	28	19	
Lithographes	16	4	
Mécaniciens	80	64	
Meuniers	85	52	
Mineurs	418	309	
Musiciens	226	81	
Peintres en bâtiments	42	29	
Pharmaciens	19	10	
Photographes	32	16	
Imprimeurs	18	11	
Selliers	53	47	
Scieurs	67	32	
Marins	165	96	
Couturières	2, 983	1, 498	1
Institutrices	.....	.....	
Cordonniers	687	276	
Boutiquiers	2, 128	1, 123	
Chanteurs	86	96	
Chauffeurs	307	211	
Tailleurs de pierres	496	141	
Maçons	19	15	.....
Arpenteurs	9	5	
Tailleurs	582	218	
Tanneurs	161	147	
Drouineurs	.....	17	
Ferblantiers	62	87	
Tourneurs	42	38	
Compositeurs	.....	.....	
Vignerons	150	124	
Horlogers	.....	.....	
Tisserands	105	87	
Sans professions	11, 717	10, 467	
Total	102, 673	61, 226	5

BRÉSIL.

L'IMMIGRATION EN 1896.

Le dernier rapport du consul général des Pays-Bas à Rio de Janeiro constate que, pendant l'année 1896, 99,379 immigrants ont débarqué à Rio et 58,579 à Santos, soit un total de 157,948 individus appartenant aux nationalités suivantes:

Italiens	96, 324
Espagnols	24, 153
Portugais	22, 299
Autrichiens	8, 365
Allemands	1, 070
Russes	562
Américains du Nord	471
Français	328
Suisses	153
Anglais	63
Danois	55
Belges	22
Hollandais	7
Nationalités diverses	1, 046

Ce rapport se réfère seulement aux Ports de Rio de Janeiro et de Santos; il ne compute pas les entrées aux autres ports du Brésil, notamment ceux de la rivière de l'Amazone, où récemment on a établi un service régulier d'immigration.

CHEMIN DE FER DU SUD DU BRÉSIL.

On lit dans *Le Brésil* de Paris du 26 décembre dernier:

"On a inauguré le 15 novembre la station de Carasinho, de la ligne de Santa Maria à l'Uruguay, appartenant à la Compagnie des chemins de fer sud-ouest brésiliens. Cette ligne fait partie de la concession d'Itararé à Santa Maria da Bocca do Monte et embranchements, répartie entre deux compagnies: l'une brésilienne, c'est celle de São Paulo e Rio Grande, qui construit les lignes de l'Etat de Paraná, et l'autre belge, les chemins de fer sud-ouest brésiliens, qui construit celles du Rio Grande du Sud. Des lignes de cette dernière compagnie, il a été livré au trafic 299 kilomètres, dont 160 de Santa Maria à Cruz Alta, et 139 de ce dernier point à la nouvelle station de Carasinho. D'ici à la fin de l'année sera

inaugurée la station de Passo Fundo, à 54½ kilom. de cette der nière, ce qui élèvera la longueur de lignes en trafic à 353⅜ kilom

"De leur côté, les lignes de la Compagnie São Paulo et Ri Grande sont trés avancées. Les travaux de terrassement son presque terminés sur une étendue de 96 kilomètres au nord d Ponta Grossa, et très avancés sur une longueur de 150 kilomètre au sud de ce point. La pose des rails progresse rapidement.

"La concession d'Itararé est une de celles qui ont donné le meilleurs résultats pratiques. Les travaux ont été commencés e 1890 et il a été construit jusqu'à présent près de 560 kilomètres soit 80 kilomètres par an."

NOUVELLE CAPITALE DE MINAS GERAES.

La ville de Bello Horizonte a été inaugurée comme capita de Minas Geraes, le 12 décembre dernier, avec toutes les formalités dues à l'évènement. Les fonctionnaires et les personnes le plus importantes de l'Etat assistèrent à la cérémonie: le Gouverneur signa officiellement le décret transférant la capitale d'Ou Preto à Bello Horizonte.

La courte description suivante de la nouvelle capitale est extraite du Jornal do Comercio de Rio: "La ville de Bello Horizonte est située dans une vaste et belle plaine, bornée par quatre collines basses, et à moitié entourée par la chaîne de montagnes de Curral d'El Rei, et elle est divisée par une petite rivière du nom de Arrudas et par ses affluents. La ville possède trente-huit édifices publics les plus remarquables desquels sont le Capitole, qui n'est pas encore fini, les quatre départements de l'Intérieur, du Trésor, l'Agriculture et de la Police, l'Imprimerie du Gouvernement, le Tribunal, le Gymnase et l'édifice pour la production d'électricité, l'Eglise du Rosaire, les résidences des Secrétaires et Chefs de Bureaux, la Gare, et un grand nombre de maisons modernes. La population totale de la ville compte actuellement environ 12,000 habitants.

La ville possède un parc central magnifique de 178 acres. Les rues sont droites et ont une largeur de 65 pieds, et sont entrecoupées d'avenues ayant une largeur de 114 pieds. L'avenue principale est celle d'Affonso Penna, de 162 pieds de largeur et de 16 verges en longueur. La ville possède une abondance d'eau

)tables et est éclairée à l'électricité, le système ayant été inau-ıré le 11 décembre.

Les dépenses faites par l'Etat pour le transfert de la capitale de ın ancienne situation à l'actuelle, et le coût des nouveaux bâti-ıents avec la construction de l'embranchement du chemin de fer, ésigné sous le nom de Bello Horizonte, se sont jusqu'à présent levées à 11,000,000 de dollars."

CHILI.

STATISTIQUES COMMERCIALES POUR 1896.

L'Estadistica Commercial publiant officiellement le commerce :xtérieur et de cabotage du Chili pour l'année 1896, vient d'être 'eçu par le Bureau. De ce rapport important et étendu le som-naire suivant a été fait. Dans les supputations, le dollar est :valué à 38 pence (76 cents en or). Les importations soumises ıux droits sont basées sur l'évaluation établie par le tarif douanier, andis que celles admises en franchise sont évaluées d'après les 'aleurs établies dans la facture. La valeur des exportations est)asée sur les prix courants.

Les statistiques sont divisées en deux désignations générales, 'Comercio General" et "Comercio Especial." Sous la pre-nière désignation sont comprises toutes les marchandises impor-:ées dans le pays, soit pour la consommation nationale, soit pour 'éexpédition, et tous les articles exportés, y compris ceux en tran-sit. Sous la seconde désignation sont classées toutes les importa-tions destinées à la consommation nationale, et les manufactures d'origine étrangère qui sont retirées de l'entrepôt pour réexpédition. Le premier tableau ci-dessous donné, celui du "Comercio Gene-ral," montre la valeur totale des importations et des exportations de la République en 1896, comparée à celle pour 1895, avec l'augmentation et la diminution correspondantes. De ce tableau on verra qu'il y a une diminution nette du commerce extérieur s'élevant à $13,278,000.

Le second tableau donne les chiffres du "Comercio Especial" et montre un gain de $6,315,785 pour 1896, la plus grande aug-mentation qui ait jamais été rapportée dans les annales statis-tiques de la République.

	1895.	1896.	1896.	
			Augmentation.	Diminution.
Comercio General:				
Importations	$83, 856, 789	$68, 464, 717	.....	$15, 392,
Exportations	76, 244, 441	78, 358, 612	$2, 114, 171	.....
Totaux	160, 101, 230	146, 823, 229	2, 114, 171	15, 392,
Comercio Especial:				
Importations	69, 206, 552	74, 082, 805	4, 876, 253	.....
Exportations	72, 919, 882	74, 359, 414	1, 439, 532	.....
Totaux	142, 126, 434	148, 442, 219	6, 315, 785	.....

Le "Comercio de Transitu," ou commerce de réexportatic montre un gain de $514,639 pour 1896. Par contre, le commer de cabotage présente une diminution considérable de $36,219,2C en comparaison de 1895.

La valeur des importations par pays de provenance est publi dans le tableau ci-dessous, dans lequel on verra que les impor tions provenant des Etats-Unis ont augmenté de $2,227,551.

Pays de provenance.	1895.	1896.	1896.	
			Augmentation.	Diminuti
Grande Bretagne	$32, 086, 959	$30, 249, 002	.....	$1, 837,
Allemagne	17, 299, 039	20, 080, 943	$2, 781, 904	.....
Etats-Unis	4, 579, 614	6, 807, 165	2, 227, 551	.....
Pérou	4, 456, 388	4, 397, 230	.....	59,
Argentine	5, 141, 351	4, 105, 244	.....	1, 036,
France	1, 644, 059	2, 834, 216	1, 190, 157	.....
Australie	680, 479	1, 522, 293	841, 814	.....
Uruguay	498, 443	711, 641	213, 198	.....
Italie	539, 790	692, 534	152, 744	.....
Inde	593, 575	557, 530	.....	36,
Espagne	361, 438	469, 753	108, 316	.....
Belgique	208, 283	330, 925	122, 542	.....
Chine	157, 538	284, 668	127, 130	.....
Equateur	172, 685	197, 388	24, 703	.....
Brésil	301, 006	186, 622	.....	114,
Paraguay	230, 141	182, 450	.....	47,
Polynésie	3, 108	168, 024	164, 916	.....
Colombie	99, 307	130, 092	30, 785	.....
Costa Rica	80, 064	97, 213	17, 149	.....
Suède	.....	20, 360	20, 360	.....
Guatémala	3, 854	10, 391	6, 537	.....
Hollande	48	570	522	.....
Bolivie	18	250	232	.....
Portugal	250	130	.....	
Suisse	4, 610	.....	.....	4,
Pêche de Baleine	64, 405	46, 171	.....	18,
Totaux	69, 206, 552	74, 082, 805	8, 030, 559	3, 154,

Augmentation en 1896, $4,876,253.

.....	3.02
.....	2.05

ant les données ci-dessus publiées, la valeur totale des ex-
ons, en dehors du commerce in transitu, s'éleva à $74,359,414,
es sous les dénominations générales suivantes:

des mines.....	$61, 322, 833
agricoles.....	11, 124, 379
nanufacturés	54, 922
.....	105, 409
.....	768, 012
tal	73, 385, 645
oumis aux droits étrangers	412, 827
rangere	560, 942
tal	74, 359, 424

comparaison avec l'année antérieure, il y a un bénéfice de
,532. Une analyse des différents articles montre une aug-
ion de $1,146,342 dans les produits des mines, de
,226 dans les produits agricoles, et de $1,964 dans les arti-
nufacturés. Les articles suivants accusent une diminution
5 par comparaison de 1895: Divers, $105,188; espèce,
78; articles étrangers soumis aux droits, $147,790; et
étrangère, $521,544. Le nitrate accuse une diminution de
,843, le charbon de $126,667, et l'or de $98,758.

tome des Statistiques Commerciales actuellement sous
1 contient, en plus du commerce général pour 1896, un abrégé
nmerce de la République pour le premier semestre de
1897 en comparaison avec la période correspondante de
La valeur totale du commerce pour le premier semestre
7 s'éleva à $59,003,284 comparée à $77,099,201 pendant la

COSTA RICA.

DÉVELOPPEMENT FINANCIER ET COMMERCIAL.

Le Bureau doit à l'amabilité du Señor Manuel Aragón, Directeur Général de la Statistique, plusieurs copies de documents officiel ayant rapport au développement des intérêts commerciaux d Costa Rica. Les faits suivants relatifs à cette République en son empruntés.

La population a augmenté constamment pendant ces quatorz dernières années. Le recensement officiel de 1882–83 constate qu le nombre d'habitants était de 182,528, et celui de 1895–96 éta de 285,003. Le rapport sur la population, fait le 31 mars 189 la place à 294,941; ces chiffres accusent une augmentation penda les quatorze dernières années de 112,413. Pendant l'exercice c 1895–96 la circulation du papier-monnaie national a baissé à $2,7€ et celle des certificats de guerre à $98,669; cette circulation a é encore réduite, de sorte qu'au 31 mars 1897, il ne circulait auc papier-monnaie national et les certificats de guerre avaient bais à $79,115.75. A la même date la dette intérieure s'élevait $1,117,000.

La monnaie en circulation dans le pays, à la fin de l'exerci 1895–96, s'élevait à $20.08 per capita. L'unité monétaire actuellement le "colon," pièce de monnaie en or de 778 mi grammes, contenant 900 millièmes de métal précieux, et s équivalent en or des Etats-Unis vaut 46½ cents. Depuis l'é blissement de l'étalon d'or par décret du 24 octobre 1896, on s' servi de la monnaie argent seulement comme monnaie subsidia

La production et l'exportation du café constituent le comme principal de la République; les rapports reçus du Départem de la Statistique nationale constatent que pendant les six premi mois de 1897, l'exportation totale de cette denrée s'éleva à u valeur de $4,666,160 en or. Les exportations de bananes p la même période s'élevèrent à la somme de $225,267.50; de b à $262,862.64; et d'autres articles à la somme de $47,676.1 De ces exportations totales, la Grande-Bretagne en a pris po $2,770,196, les Etats-Unis pour $1,359,470, l'Allemagne pou

$924,300 et les autres pays pour $148,000. Les importations totales pour cette période s'élevèrent à $2,252,970.

Les importations par pays de provenance étaient ainsi réparties:

Pays.	Valeur en or.	Pour cent.
Etats-Unis	$871, 646. 91	38, 69
Allemagne	357, 652. 02	15. 87
Angleterre	518, 833. 37	23. 02
France	167, 303. 77	7. 43
Italie	83, 070. 50	3. 68
Espagne	55, 154. 48	2. 45
Belgique	4, 893. 50	0. 22
Amérique du Sud	94, 571. 90	4. 20
St. Thomas	445. 00	0. 02
Cuba	20, 543. 78	0. 91
Nicaragua	10, 739. 90	0. 48
Guatémala	288. 06	0. 01
Salvador	21, 334. 50	0. 95
Colis postaux	44, 999. 30	2. 00
Bagage particulier	1, 493. 40	0. 07
Total	2, 252, 970. 39	100. 00

La distribution des exportations de café était comme suit:

	Sacs.
A Londres	133, 646
A Hambourg	24, 833
A New York	33, 887
En Californie	19, 946
A Bremen	12, 373
A Bordeaux	5, 827
Aux autres pays	1, 362

GUATEMALA.

MESURES FINANCIÈRES.

Le Département d'Etat vient de recevoir de la Légation de Guatémala, copies de deux décrets relatifs à la situation financière de cette République. Le premier décret est en effet comme suit:

A partir du 1er janvier de l'année courante, toutes les obligations reconnues par le Gouvernement seront consolidées, et pour garantir les créditeurs, des bons sur la dette intérieure seront émis échangeables pour les bons actuels de la dette flottante, pour ceux de trois millions, pour ceux de l'Exposition, pour ceux de l'emprunt des banques en mai, pour l'emprunt de septembre, et pour les documents garantis par l'Exposition de l'Amérique Centrale.

Les bons de la dette intérieure seront de 100, 500 et de 1,0c dollars et porteront un intérêt de 12 pour cent par an. Ces bor seront amortis au moyen de paiements trimestriels commençai en mars 1899 et ces sommes seront déterminées par le Budge L'intérêt sera payé par la Banque de Guatémala à la fin de chaqı mois à partir de janvier 1898. Les bons de la dette flottante seroı échangés pour ceux de la dette intérieure avec un rabais de moitié de l'intérêt accumulé à la date. Des fractions de moi de 100 dollars ne porteront pas d'intérêt et le Directeur-Génér des Comptes émettra des certificats à cet effet. Les bons de dette intérieure destinés au rachat de l'emprunt de guerre de se tembre seront tenus par le Directeur-Général des Comptes, seront livrés aux teneurs des billets acquittés à leur présentatic

Pour le paiement de cette dette, seront réservés 15 sous la taxe sur chaque bouteille de spiritueux vendue dans dépositaires nationaux depuis le 1er janvier au 30 septembre 18c et après cette date, 25 sous de la taxe, et 5 pour cent des drc d'importation sur les marchandises étrangères seront réserv L'administration de la dette intérieure est confiée à la Banque Guatémala.

Le second décret pourvoit au rachat graduel en argent de to les billets émis par les banques de la République. Ce déc déclare en substance que le Président, considérant que la perm sion accordée aux banques pour la suspension des paiements métal expire le 1er janvier 1898, a décidé ce qui suit:

Aux mois de janvier et de février 1898 seront échangés l billets de 1 et de 5 dollars; en mars ceux de 1, 5, et de 50 dollar en avril ceux de 1, 5, 10, 20, 25 et de 100 dollars; et le 1er m les paiements généraux en argent seront rétablis.

Les sommes reçues par les banques après le 1er janvier seror payées dans la même espèce de monnaie qu'elles ont été reçue soit en billets ou en monnaie. Le décret du 21 mai est amend en ce qui relate aux billets non compris dans le changeme graduel déjà mentionné, qui continueront à être monnaie léga jusqu'au 30 avril 1898.

MEXIQUE.

PRIX DES TERRES PUBLIQUES PENDANT L'ANNÉE FISCALE DE 1898-99.

Conformément aux dispositions de la loi sur la vente des terres publiques, le Gouvernement mexicain a publié les prix auxquels ces terres pourront être achtées dans les différents Etats, dans le District Fédéral et dans les Territoires nationaux, pendant l'année fiscale ci-dessus mentionnée:

	Prix par hectare.
Etat d'Aguascalientes	$2.00
Etat de Campêche	1.75
Etat de Chiapas	2.50
Etat de Chuhuahua	1.00
Etat de Coahuila	1.00
Etat de Colima	1.00
Etat de Durango	1.00
Etat de Guanajuato	2.00
Etat de Guerrero	1.10
Etat d'Hidalgo	2.25
Etat de Jalisco	2.00
Etat de Mexico	2.50
Etat de Michoacan	2.75
Etat de Morelos	4.00
Etat de Nuevo Leon	1.00
Etat d'Oaxaca	1.10
Etat de Puebla	3.00
Etat de Queretaro	2.00
Etat de San Luis Potosi	2.25
Etat de Sinaloa	1.00
Etat de Sonora	1.00
Etat de Tabasco	3.00
Etat de Tamaulipas	1.00
Etat de Tlaxacala	2.00
Etat de Vera Cruz	2.50
Etat de Yucatan	2.00
Etat de Zacatecas	2.00
District Fédéral	5.60
Territoire de Tepic	2.25
Territoire de la Basse Californie	0.50

NOTE.—L'année fiscale mexicaine de 1898–99 commence le 1er juillet 1898, et finit le 30 juin 1899.

L'hectare équivaut à 2.4711 acres américaines.

NICARAGUA.

NOUVELLE LOI RELATIVE À L'EXPORTATION DU CAOUTCHOUC.

Ci-dessous se trouve une traduction du décret réglant l'export tion du caoutchouc de l'Etat de Zelaya.

Le Président de l'Etat, en vertu de ses pouvoirs légaux, décrèt

1. A partir de la date de la promulgation de ce décret, l'exportation caoutchouc cultivé par des particuliers est permise, soit que les arbres soie plantés ou que la production soit spontanée, conformément aux lois du 17 ma 1883 et du 23 du même mois de 1897.

2. Le droit d'exportation sur ledit article est réduit à dix cents par liv (quatre cents monnaie des Etats-Unis).

3. La défense d'extraire le caoutchouc des arbres sur les terres national pendant une période de 10 ans, reste en pleine force et vigueur; et tous violateurs de la loi seront poursuivis et punis comme contrebandiers.

4. Toutes les autres lois en contravention de la présente loi sont, par ce fa révoquées.

Fait à Managua le 2 décembre 1897. (Signé) J. S. Zelaya; Enrique Lopez, Ministre des Finances.

M. M. J. CLANCY, agent consulaire des Etats-Unis à Bluefiel fournit au Bureau la traduction suivante d'un décret exécutif da du 7 décembre 1897. M. CLANCY remarque que ce décret s'applique qu'au port de Bluefields, et qu'aucun impôt d'impor tion n'est perçu sur les expéditions de caoutchouc de Greytow

Au Gouverneur et à l'Intendant.

Le Président de l'Etat décrète:

Que le décret du 22 septembre 1896, autorisant l'exportation du caoutch extrait des forêts nationales, qui payait autrefois dix cents par livre, s'appliqu uniquement au Département de Zelaya.

LE MINISTRE DES FINANCES: LOPEZ.

MANAGUA, *le 7 décembre 1897.*

DÉCRET RELATIF AUX PLANTATIONS CAFÉIÈRES.

M. WEISIKE, Consul des Etats-Unis à Managua, informe Département d'Etat, sous date du 29 novembre 1897, que Gouvernement du Nicaragua a promulgué un décret accord des droits différentiels aux personnes qui feront des prêts d'arg

afin de permettre aux planteurs de préparer leurs récoltes. Les articles principaux du décret sont les suivants:

Le planteur ne peut pas disposer du produit sur lequel l'argent a été prêté sans avoir d'abord remboursé le prêteur ou sans avoir reçu son consentement pour en disposer. Tous les contrats d'argent prêté pour la préparation des récoltes devront être enregistrés et publiés dans le Diario Oficial. Le taux de l'intérêt sur ces prêts d'argent ne doit pas dépasser 2 pour cent par mois.

MONOPOLE SUR LES EXPLOSIFS.

Le consul WEISIKE transmet au Département d'Etat le décret suivant du Gouvernement du Nicaragua, daté du 4 décembre 1897, établissant un monopole de la vente du plomb, des capsules et des cartouches.

Le Président de l'Etat, pour des raisons d'ordre public, et en considération de la nécessité d'augmenter les revenus afin de faire face à l'augmentation dans les dépenses du service public, promulgue, en vertu des pouvoirs dont il est revêtu, le décret suivant:

SECTION Ire. Le plomb en masse et en barres ou manufacturé, de même que les capsules et cartouches employées pour les fusils de chasse et révolvers, seront monopolisés. Par conséquent, lesdits articles ne peuvent être vendus que dans les magasins qui en seront autorisés par le Gouvernement.

SEC. 2. Les marchands ayant dans leurs magasins du plomb, des capsules et des cartouches, doivent faire l'inventaire, inscrivant le genre d'article, son poids et sa quantité. Cet inventaire doit être présenté au préfet respectif dans les huit jours suivant la publication du présent décret, et ce fonctionnaire devra faire des arrangements pour la livraison immédiate de ces articles, en sa présence, au percepteur des revenus internes de la province.

SEC. 3. Le préfet devra dresser un document de la livraison des articles, fait conformément au paragraphe précédent. Ce document, qui devra être signé aussi par le marchand et le percepteur, lui (le marchand) servira de garant de la valeur déposée, dans le compte qui sera ouvert à cet effet; des copies authentiques en seront envoyées au Ministère des Finances, au bureau de l'auditeur, et à celui du contrôleur.

SEC. 4. A l'avenir, le percepteur des revenus internes sera pourvu desdits articles de marchandises au moyen des approvisionnements que l'intendant de l'entrepôt du Gouvernement fournira, dans la forme et sous les conditions accoutumées pour les provisions de poudre.

SEC. 5. Aucun particulier ne peut garder plus de 2 livres de poudre, 5 livres de plomb, 500 capsules et 200 cartouches, même s'il gardait ces objets en différents endroits; mais les propriétaires de deux ou plusieurs plantations ou

entreprises peuvent garder en chacune d'elles les quantités desdits articles fixée dans ce paragraphe.

SEC. 6. Ceux qui violeront le paragraphe ci-dessus, et les marchands qui n se conformeront pas aux ordres donnés dans la section 2 de cette loi, seron poursuivis et punis comme contrebandiers.

SEC. 7. Les mineurs et autres industriels qui sont obligés de garder dans leu travail plus de poudre que ne le permet le paragraphe 6, doivent obtenir un autorisation spéciale du Ministère des Finances, qui sera accordée ou refusé selon les mérites de l'information relative au cas.

SEC. 8. Le Gouvernement remboursera les marchands du plomb et des capsul qu'ils ont livrés, au prix établi dans la facture et des dépenses et 5 pour cent d plus. Quant à ceci, le Ministre des Finances, aidé par deux commerçants dign de foi, feront une liquidation correspondante, afin de régler le prix, qui se publié dans le Diario Oficial.

Fait à Managua, le 4 décembre 1897.

J. S. ZELAYA.

ENRIQUE LOPEZ, *Ministre des Finances.*

LA COMPAGNIE DE VAPEURS DE BLUEFIELDS.

Le Bureau est informé que la Compagnie Weinberger d vapeurs, la Carribean Fruit Company de la Nouvelle Orléans la Orr and Laubenheiner Steamship Company, se sont entendu pour l'organisation d'une nouvelle compagnie, qui a été enregi trée conformément aux lois de l'Etat de Louisiane sous le nc de Bluefields Steamship Company, avec un capital de $150,0 Le bureau principal sera à la Nouvelle Orléans sous la direct de Jacob Weinberger, comme directeur général, associé à H. BROWN, directeur à Bluefields, Nicaragua.

La nouvelle compagnie aura quatre vaisseaux, désignés com suit: Horam, Suldal, Sunniva et Alabama; tous vaisseaux nor giens. Le prix du voyage entre la Nouvelle Orléans et Bl fields ou Rama, sera de $30, première classe, et de $20, troisiè classe, sauf à bord de l'Alabama, qui demandera $40, premiè classe, et $25, troisième classe. Les raisons données pour cet augmentation de tarif par l'Alabama sont que le vaisseau est ne et plus grand que les autres, et qu'il est pourvu de tous les conforts e emmenagements modernes de service pour passagers; ce vaisseau fera le trajet (1210 milles) entre la Nouvelle Orléans et Bluefield en quatre jours, tandis que les trois autres vaisseaux exigeront de 5 jours et demi à 6 jours. Le service direct entre les ports du Nicaragua et Mobile sera, par ce nouvel arrangement, suspendu

Cette Compagnie, de même que ses prédécesseurs, continuera l'achat et l'expédition de bananes sur la rivière Escondido et ses affluents.

RÉCOLTE DE BANANES À BLUEFIELDS.

Les faits suivants relativement à la récolte de bananes à Bluefields pendant le mois de novembre 1897, sont extraits d'un rapport officiel adressé au Département d'Etat.

Le nombre de bananes exportées en novembre 1897 et novembre 1896 a été:

Année.	Grappes.	Prix.	
	Nombre	*Pesos.**	*Cents.*
1897	32,000	.50	20.6
	45,000	.40	16.5
	8,500	.20	8.4
	11,500	.10	4.1
	97,000	.....	.....
1896	11,000	.35	16.05
	29,000	.30	13.75
	4,000	.15	6.88
	44,000	.....	.....

*Peso nicaraguan.

On a payé aux planteurs, en novembre, la somme de 36,850 pesos ($15,227.27), et pour le frêt 30,487.59 pesos ($12,598.17). Dans le même mois de l'année précédente 13,150 pesos ($6,032.12) ont été payés aux planteurs, et 14,936.60 pesos ($6,851.65) pour le frêt. Donc, un total pour le mois de 1897 de 67,337.59 pesos ($27,825.44), contre 28,086.60 pesos ($12,883.77) pour novembre 1896.

En novembre 1897, cinq cargaisons ont été expédiées à la Nouvelle Orléans, composées de 45,000 entiers, 8,500 moitiés et 11,500 quarts, et deux à Mobile de 32,000 entiers. En novembre 1896, deux cargaisons ont été expédiées à la Nouvelle Orléans (17,000 entiers et 4,000 moitiés) et deux à Mobile (23,000 entiers). En novembre 1896 il n'y avait que deux lignes de vapeurs, aujourd'hui il y en a trois, et une compagnie possède deux vapeurs. L'augmentation de prix, dit l'agent consulaire, est due à la rivalité entre les exportateurs.

PARAGUAY.

LE PARAGUAY À L'EXPOSITION DE BRUXELLES.

Le Bureau a reçu de l'Honorable JOHN STEWART, Consul-Gén ral du Paraguay aux Etats-Unis, la mention suivante préparée p Señor Don José DECOND, Ministre des Relations Etrangères, c la part prise par cette République à l'Exposition International qui a eu lieu à Bruxelles en 1895.

La part prise par le Paraguay dans la grande exposition inte nationale qui a eu lieu récemment à Bruxelles, malgré les prépar tifs hâtifs qu'il a dû faire à cause du peu de temps à sa disposition a démontré d'une manière convaincante les grands progrès qu fait ce pays pendant les dernières années.

Le Paraguay, dont le passé a tant contribué à son avilissemen aux yeux des étrangers, n'est plus une mystérieuse région c tyrannie sinistre, mais plutôt une communauté virile et entrepr nante, qui répond aux impulsions modernes, et où l'immigra honnête et le riche capitaliste trouveront un vaste champs po leur energie, protégés par des lois les plus avantageuses et p l'un des plus libéraux des gouvernements de l'Amérique du Su

A la suite de la guerre avec la triple alliance, composée l'Argentine, le Brésil et l'Uruguay, qui épuisa presque toutes s énergies, le Paraguay s'est relevé sans aucun secours, par s propres efforts, et dans vingt-cinq ans de travail constant, sc l'égide bienfaisante d'une paix presque sans interruption, est parve à obtenir parmi ses Républiques sœurs une place honorable enviable.

La preuve se voit dans le succès qu'il a obtenu à l'exposit récente à Bruxelles.

Les arts et industries nationaux, l'agriculture et la bibliograp y furent dignement représentés, comme il a été démontré par prix reçus, qui sont très supérieurs à ceux accordés auparavant des occasions semblables et avec un nombre plus considéra d'exposants. Si les dfficultés, dues aux vacances des Chamb Législatives, n'étaient pas survenues pour empêcher le pays faire des préparatifs dignes de l'événement, il se serait sûreme distingué parmi les autres nations avec un éclat inattendu.

L'impression produite par la section paraguayenne n'a été toutefois disproportionnée à ses mérites, à en juger par les extraits suivants tirés du rapport de M. OOSTENDORP.

La section paraguayenne a été une des premières visitées, et j'ai eu l'honneur d'accompagner Sa Majesté, ayant à mes côtés Señor HEMELEERS TIEVI, Consul de la République à Bruxelles.

La vue du palais national à Asuncion, présentée par le grand tableau décoratif sur lequel j'ai informé Votre Excellence, a intéressé Sa Majesté et il en demanda des détails. Se tournant alors vers le Ministre de l'Industrie et de Travail, il a fait la bien aimable observation qu'on pourrait aller au Paraguay y chercher de l'inspiration pour l'érection de grands édifices.

L'ameublement en bois du pays a aussi attiré l'attention du Roi et il demanda si les articles étaient faits en Europe; à cette question j'ai pu répondre avec grand plaisir qu'ils étaient faits au Paraguay.

On peut dire que pour beaucoup de visiteurs la section est une véritable leçon de l'état avancé de la culture au Paraguay, comme démontré par les productions envoyées, et la collection nombreuse et intéressante de vues photographiques de la capitale et du pays.

Les prix obtenus par les exposants paraguayens sont les suivants:

Quatre diplômes, grand prix.
Deux diplômes d'honneur.
Huit diplômes, médaille d'or.
Seize diplômes, médaille d'argent.
Quinze diplômes, médailles de bronze.
Cinq diplômes, mention honorable.

Un total de cinquante prix pour quarante exposants. Il mérite d'être remarqué qu'à l'Exposition Universelle de Paris en 1889, le Paraguay obtint cinquante-quatre distinctions et seulement deux grands prix, tandis que le nombre des exposants était bien plus grand.

La majeure partie des prix énumérés a été accordée aux industries nationales et à l'agriculture; l'énorme richesse végétale du sol attira beaucoup d'attention, de même que les qualités remarquables du *yerba-maté* (thé paraguayen), dont l'usage est devenu si général dans la partie australe de l'Amérique du Sud et qui commence à se répandre dans les régions du Nord.

SAINT DOMINIQUE.

NOTES COMMERCIALES.

Le Bureau doit à l'amabilité de M. E. D. YORKE, Secrétaire de la "San Domingo Improvement Company," des copies de trois décrets exécutifs ayant rapport à l'exportation de bétail, au commerce extérieur avec Haïti, et aux concessions de pétrole à La Romaña.

Selon le premier décret, l'exportation des bêtes à cornes et des chevaux est limitée aux animaux mâles, celle des animaux femelles étant formellement interdite. Le droit d'exportation sur chaque animal sera de 2 dollars en or. Les ports de Barahona et de Romaña sont ouverts à cette classe de commerce, mais les vaisseaux venant de l'étranger pour se charger de bétail dans lesdits ports sont obligés de faire demande au port de la capitale pour l'autorisation nécessaire, d'où ils seront envoyés par l'Administrateur de Hacienda, lorsqu'ils sont en route pour Barahona, et par le Commissaire du Gouvernement, lorsqu'ils sont en route pour Romaña.

Le second décret exige que toute marchandise étrangère importée dans la République par la frontière sera soumise aux mêmes droits que ceux perçus sur le commerce venant des pays étrangers, et aux mêmes formalités exigées par la douane. Toutefois, les produits nationaux manufacturés d'Haïti, importés dans le pays, ne seront soumis à aucun droit.

Le troisième décret autorise l'installation à La Romaña d'une raffinerie de pétrole qui doit produire du pétrole d'une qualité de 150°. Le décret exige en plus que tout le pétrole importé dans le pays de l'étranger doit être soumis à un essai, et celui qui sera trouvé au-dessous de la qualité requise (150°) sera confisqué; le droit perçu sur cette denrée sera de 40 cents en or par gallon.

Le tableau suivant montre les importations de marchandises domestiques à Saint Dominique provenant des Etats-Unis pendant les douze mois terminant le 30 juin 1896, et pour la période correspondante de 1897.

Articles.	Valeurs, 1896.	Valeurs, 1897.
Machines agricoles	$2,981	$1,428
Livres, cartes géographiques et autres imprimés	1,477	1,336
Céréales:		
Maïs	1,131	389
Blé de farine	135,980	163,078
Voitures, wagons	10,764	20,588
Charbon de terre et coke	15,160	26,211
Cotonnades	114,749	92,831
Autres manufactures de coton	10,199	31,012
Bicyclettes	266	4,908
Fruits et noix	2,234	2,388
Houblon	249	287
Fer et acier et leurs manufactures	12,967	11,283
Machines à coudre	1,380	1,798
Autres machines	115,427	106,252
Cuir et ses manufactures	721	1,177
Articles à l'usage des navires:		
Résine, goudron, térébenthine et poix	4,990	5,036
Essence de térébenthine	221	312
Huiles:		
Minérales	45,807	52,486
Végétales	15,389	15,616
Produits alimentaires:		
Bœuf, conservé	56	72
Bœuf, salé ou en saumure	1,961	2,612
Suif	32,590	21,037
Lard fumé	1,905	2,706
Jambons	6,460	7,316
Porc	9,192	4,357
Lard	37,247	23,077
Beurre	5,464	7,331
Fromage	4,798	4,711
Semences	613	538
Sucre et mélasse	2,885	2,332
Bois de construction	69,099	65,512
Ais	2,958	9,544
Bois travaillés	15,166	20,692

VENEZUELA.

COMMERCE AMÉRICAIN AVEC LE VENEZUELA.

M. PROSKAUER, Consul des Etats-Unis à Puerto Cabello, a récemment transmis au Département d'Etat un article détaillé et intéressant sur les opportunités pour l'entreprise et le commerce américains au Venezuela. Il dit que le commerce de coutellerie, de tuiles en faïence, de verrerie et d'articles semblables, peut être très augmenté, un genre moyen et ordinaire trouvant un marché facile. A cause du tarif élevé sur tous les tabacs et le conséquent développement de la manufacture et de la production nationale, l'importation de cet article a diminué beaucoup et on croit que le Venezuela deviendra sous peu un pays exportateur.

A six milles de distance de Puerto Cabello, du marbre d'un qualité très fine a été découvert, et une usine coûtant plus d $50,000 a été élevée pour l'exploitation des carrières.

Le charbon dont se servent les chemins de fer vient principale ment de l'Angleterre, mais M. PROSKAUER croit que si l'on faisai les efforts nécessaires, le charbon des régions de l'Alabama et de l Virginie pourrait être avantageusement introduit dans le pays, e même supplanter les charbons anglais. Cette suggestion parai très à propos et praticable en vue de la proximité des mines amér caines, et le penchant des commerçants et manufacturiers américair à développer et monopoliser le commerce du Venezuela.

L'extrait suivant du rapport relatif au commerce entre les Etat Unis qui contient des indications d'une valeur pratique a été publi

Notre commerce avec ce pays est très restreint par le manque de maisons, banques américaines, etc. Il est presque inutile de dire que toutes les gran maisons ont leurs correspondants en Amérique, mais ils ne suppléent pas a communications directes entre les maisons américaines aux Etats-Unis et le succursales ici.

Une de nos plus grandes difficultés commerciales pourrait être rendue p connue et mieux comprise. Je fais référence au système de crédit de six, neuf ou de même douze mois qu'on accorde afin de permettre au marchand réaliser sur les produits à la période des récoltes. Les banques étant peu no breuses et manquant même en quelques endroits, les commerçants sont à merci des prêteurs d'argent, s'il leur faut régler leurs comptes au bout de soixa ou quatre-vingt-dix jours, comme il est d'usage chez nous, ce qui entraine intérêt au taux de 1 ou 1½ pour cent par mois, et très fréquemment même pl Le cours du change, qui pourrait être ainsi plus facilement contrôlé, quoi jamais onéreux, atteint quelquefois un chiffre déraisonnablement élevé. circulation est en pratique basée sur l'étalon d'or, l'argent et l'or ne pouv être échangés l'un pour l'autre. L'émission du papier-monnaie par le Go vernement étant encore interdite, les seuls billets en circulation sont ceux de Banque de Venezuela et de la Banque de Caracas, limités à l'usage national.

CONTRAT POUR L'ÉTABLISSEMENT D'ENTREPÔTS.

Dans une communication adressée au Département d'Etat l Ministre LOOMIS transmet les termes du contrat signé par l Gouvernement de Venezuela et JOSÉ RAFAEL NUNEZ, sujet véné zuélien, pour l'établissement dans la République d'un systèm d'entrepôts. Cette entreprise est d'un intérêt spécial pour le Américains ayant des relations commerciales avec le Venezuela.

On remarquera que la concession peut être accordée à de

soit autorisés à recevoir des marchandises importées,
ins ou entrepôts afin de faciliter les opérations commer-
marchands et de garantir la conservation de leurs
ses.

cle. La Compagnie des Entrepôts recevra dans ses
toute la marchandise importée ou destinée à l'exporta-
s propriétaires désireront mettre en entrepôt; elle paiera
res frais tous les droits de douane, de transport, etc., etc.,
les marchandises ci-dessus mentionnées et les tiendra à
ion de leurs propriétaires, sujettes aux conditions sui-

s propriétaires des marchandises pourront retirer des
es marchandises dont ils auront besoin, après avoir payé
s légitimes de la Compagnie.

s propriétaires de marchandises telles que, cotonnades,
et quincaillerie, paieront à la Compagnie des Entre-
lus de neuf pour cent par an de la somme totale qui a
pour les droits de douane, de transport, etc., etc. Les
es de comestibles paieront dix pour cent par an.

Compagnie des Entrepôts peut demander comme droits
sinage la somme de cinq bolivars par mois par mille
en dépôt dans les entrepôts ventilés, et dix bolivars par
nille kilogrammes mis en dépôt dans les entrepôts her-
ent clos.

Compagnie des Entrepôts demandera deux bolivars
kilogrammes d'articles mis en dépôt et destinés à l'ex-

Compagnie des Entrepôts ne demandera paiement des

(*f*) La Compagnie des Entrepôts s'oblige à remettre les ma chandises dans la même condition qu'elles ont été reçues et sera ten responsable pour toute avarie que souffriront les marchandises cause de *force majeure* ou toute autre cause fortuite; mais aucun cas la Compagnie ne sera tenue responsable des paqu dont le contenu n'a pas été vérifié par les propriétaires ou par Compagnie, ou qui sont sujets à la décomposition spontanée naturelle, ni de la perte en poids; et

(*g*) La Compagnie des Entrepôts devra avoir un corps co plet d'employés, et les charrettes ou véhicules nécessaires maniement des marchandises avec toute la sécurité et les préc tions nécessaires.

3e Article. La Compagnie des Entrepôts fournira aux prop taires des marchandises en dépôt, de l'argent pour un tiers du p d'achat des marchandises en dépôt. Ces emprunts peuvent a un cours d'un an tout au plus, au taux d'intérêt de huit pour c par an. Si à la fin du terme fixé ni la somme prêtée, ni l'int sur la même n'a été payé, la Compagnie des Entrepôts peut ven aux enchères les marchandises qui ont été tenues en garanti la somme prêtée. Du résultat de la vente seront payées sommes dues et les autres dépenses encourues, et s'il reste un so celui-ci sera remis aux propriétaires des marchandises, qui devr être à la vente ou s'y faire représenter. Si à l'expiration du ter convenu, l'intérêt seul de la somme prêtée est remis, le prop taire peut choisir entre la vente de ses marchandises aux enchè ou l'extension du prêt pour une période de six mois ou plus, a de les regagner; il est bien compris que pendant les six mois ad tionnels le propriétaire est soumis aux mêmes conditions q celles en vigueur pendant le premier terme écoulé. La Co pagnie devra, en calculant l'intérêt, compter comme un m entier, toute fraction de mois.

4e Article. Les marchandises qui restent en dépôt dans les en pôts de la Compagnie seront considérées comme garantie sommes placées pour le paiement des droits de douanes et au dépenses, aussi bien que pour les sommes que les propriétaires c marchandises auront reçues comme emprunts, et pour ces raiso lesdites marchandises ne peuvent être vendues, saisies ou soumi à aucune contribution autre que celles déjà mentionnées. L

réclamations de la Compagnie des Entrepôts auront la priorité sur toute autre réclamation sur les marchandises mises en dépôt dans ses entrepôts. La Compagnie informera le public tous les trois mois par la presse, de la quantité de marchandises en dépôt et des noms des dépositaires.

5e Article. La Compagnie des Entrepôts devra payer les droits de douane sur toute marchandises délivrée pour être mise en dépôt à la même douane où les marchandises ont été reçues. Paiement devra être fait aussitôt que les agents de commission auront vérifié la facture contenant la liquidation des droits à payer, présentée par la Douane. Ceci n'annulera pas les droits que le Gouvernement peut faire valoir contre les propriétaires des marchandises ou contre les marchandises mêmes en paiement des droits d'importation.

6e Article. Le Gouvernement des Etats-Unis de Venezuela s'engage:

(1) A accorder en franchise de droits de douane, l'importation de tout matériel requis pour la construction complète des bâtiments, aussi bien que de l'ameublement, jusqu'à l'établissement définitif de la Compagnie, se conformant toujours aux stipulations du Code de Finance sur les marchandises importées sous contrat en franchise de droit.

(2) A exempter la Compagnie de toutes contributions nationales.

(3) A ne pas accorder une concession semblable à aucune autre personne, compagnie ou corporation pendant le temps que durera ce contrat, soit vingt-cinq ans.

7e Article. Dans deux ans, comptés de la date de l'approbation de ce contrat par le Congrès National, la Compagnie des Entrepôts doit établir ses magasins à Caracas, à La Guayra, à Puerto Cabello, à Maracaïbo et à Ciudad Bolivar; et dans trois ans, comptant de la mêne date, dans les autres ports de la République.

PRÉSIDENT IGNACIO ANDRADE.

Le Général Ignacio Andrade, le nouveau Président de Venezuela, naquit en 1839 à Mérida, et appartient à une famille illustre du pays, son père étant le Général José Escolastico Andrade, et un de ses frères, le Señor Don José Andrade, le présent et distingué Ministre aux Etats-Unis.

Le Président ANDRADE a été intimement lié aux affaires publ ques du Venezuela et a occupé plusieurs positions de dignité e de responsabilité. Sa carrière publique n'a pas été bornée au affaires politiques; il est aussi un soldat distingué, ayant une fo commandé un corps d'armée, et il a pris une part très active à l révolution de 1892, qui a eu pour résultat de placer l'ancien Prés dent, le Général JOAQUIN CRESPO, à la tête de l'Etat.

Le nouveau Président a beaucoup voyagé et il est tout-à-fai d'accord avec les idées modernes de notre époque. Il a résidé pendant plusieurs années en Europe, et a visité les Etats-Unis à plusieurs reprises. Son élection à la présidence au mois de septembre dernier a été pratiquement unanime, ayant reçu 406,000 votes d'un total de 490,000.

L'Honorable FRANCIS B. LOOMIS, Ministre des Etats-Unis au Venezuela, à présent dans ce pays, parle de l'avènement du nouveau Président comme une promesse favorable à la continuation des sentiments d'amitié entre les deux pays et à la croissance du trafic. M. LOOMIS dit que le Venezuela a besoin de capitaux et que le Président ANDRADE désire encourager les placements étrangers et l'immigration, spécialement des Etats-Unis.

VENEZUELA.

TARIF DOUANIER DE 1897-1898.

TROISIEME ÉDITION, FASCICULE 30.

ARTICLE PREMIER.—Les marchandises provenant de l'étranger, qui sont introduites par les douanes de la République, se divisent en neuf classes, savoir:

1° Les marchandises exemptes de droits;
2° Les marchandises payant 10 centimes de bolivar* par kilogramme.
3° Les marchandises payant 25 centimes de bolivar par kilogramme.
4° Les marchandises payant 75 centimes de bolivar par kilogramme.
5° Les marchandises payant 1 bolivar 25 centimes par kilogramme.
6° Les marchandises payant 2 bolivars 50 centimes par kilogramme.
7° Les marchandises payant 5 bolivars par kilogramme.
8° Les marchandises payant 10 bolivars par kilogramme.
9° Les marchandises payant 20 bolivars par kilogramme.

*Le *bolivar* vaut 1 franc (valeur nominale) et se divise en 100 centimes. Pour les poids et mesures le Vénézuéla a adopté le système métrique.

§ 1.—Classe 1.

Marchandises exemptes de droits.

inérales.
x vivants, excepté les sangsues.
s, fonds ou chaudières en fer, grilles, cylindres et appareils à broyer
ainsi que leurs axes et armatures, fer native et vieux fer hors d'usage,
la fonte.
s et socs de charrues, houes, bêches, faucilles, serpes et faux, sarcloirs,
lles, pics, *tasies* et lames à essarter, avec ou sans manche en bois, et
our élaguer.
mportés par ordre du Gouvernement.
ls et machines pour l'éclairage au gaz ou pour sa fabrication, ainsi que
ses artificielles et les appareils destinés à fournir de la vapeur avec les
pétrole.
ns et fil métallique pour clôtures, avec ronces artificielles ou dans la
ie par l'ordonnance du 13 juin 1894, y compris les crochets pour

à incendie.
ı de terre et charbon pour l'éclairage électrique.
romain.
s, accessoires et matériaux, exclusivement destinés aux chemins de

de bois et marc de raisin pour engrais.
l'usage des ministres et des agents diplomatiques étrangers accrédités
Gouvernement de l'Union, apportés par eux, et ceux des agents
ues de la République à leur retour au Vénézuéla.
, effets et meubles ayant servi, des Vénézuéliens qui ont résidé plus
ıs en Europe ou aux Etats-Unis du Nord et qui veulent revenir au
, moyennant toutefois l'accomplissement des formalités prescrites à
8 de la loi XVI du Code des Finances, et ceux des étrangers domi-
le pays, pourvu qu'ils se trouvent dans les mêmes conditions qui font
de cette franchise les Vénézuéliens.
des voyageurs, à l'exception des objets qui n'ont pas servi et des
ui seront taxés d'après la classe à laquelle ils appartiennent. Les
licables aux objets n'ayant pas servi et importés dans les bagages
mentés de 20%.
ou globes célestes ou terrestres, cartes hydrographiques et marines,
graphiques de toute sorte et plans topographiques des mines, litho-
ı imprimés.

ainsi que la glace importée dans les localités où il n'existe pas de
le glace établies moyennant autorisation du Gouvernement.

Livres, imprimés, en feuilles ou brochés, traitant des sciences, des arts et d métiers, catalogues, journaux et modèles d'écriture à l'usage des écoles primair

Bois préparés pour constructions navales, billes de pin, de pitchpin, de chê ou d'autres bois ordinairess, propres à être converties en planches, en pout ou en toutes autres formes de bois, ainsi que poutres de pitchpin ayant plus 25 centimétres d'épaisseur.

Machines à imprimer et accessoires de typographie, tels que caractères, lign encre préparée et papier blanc d'impression ni collé ni gommé, ainsi que la p de papier pour faire les clichés et l'alliage de plomb et d'aluminium empl dans la stéréotypie.

Machines destinées à l'agriculture et à l'exploitation des mines, au tissage, scieries et aux fonderies, non dénommées dans les autres classes, ainsi que c destinées aux arts et métiers, quand les industriels mêmes les importent, a avoir justifié l'usage qu'ils veulent en faire et avoir obtenu l'autorisation préal du Gouvernement.

Machines et appareils pour télégraphes électriques, moyennant l'autorisa préalable du Gouvernement.

Moteurs à vapeur, de tout genre et moulins à vent, avec tous leurs accesso moyennant l'autorisation préalable du Gouvernement.

Échantillons de tissus en petits coupons, en quantité ne dépassant pas 25 k grammes, échantillons de papier de tenture dont la longueur ne dépasses pa centimètres, ainsi qu'échantillons de tous autres objets, pourvu que par l dimensions ou pour toute autre raison ils ne soient pas susceptibles d'être en vente.

Œuvres d'art d'un caractère monumental, moyennant l'autorisation préal du Gouvernement.

Platine, or et argent, bruts, ainsi que l'or en monnaie légale.

Plantes vivantes de toute espèce, herbiers ou collections de plantes sèc autres que médicinales et graines pour semer et petites pommes de terre pouvant servir que comme semence, pourvu que l'autorité compétente les co sidére comme importées pour être semées, mais à l'exception des graines pommes de terre.

Produits originaires de la Colombie, introduits par les frontières de ce pays condition qu'il y ait réciprocité.

Ponts avec leurs chaînes, tabliers et autres accessoires, s'ils sont destinés l'usage public ou à des entreprises agricoles; dans le cas contraire, ils ser soumis à la taxe de la matière qui les compose.

Horloges publiques importées par le Gouvernement Fédéral.

Ressorts, essieux, jantes et planches pour la construction des charrettes voitures dans le pays.

Si les objets dans lesquels sont importés les articles exempts, tels que mall sacs de nuit, sacoches, couvertures ou toiles, n'ont pas perdu leur valeur, seront pesés à part et suivront le régime qui leur est applicable suivant la clas à laquelle ils appartiennent.

r galvanisé, non ouvré.
, craie, ocre, blanc d'Espagne, argile, caput mortuum et toutes terres
uction.
i minéral ou végétal, asphalte, pétrole brut et bitumes de tout genre,
irage.
le fer ou de bois, pour futailles, boucauts et tamis.
rains.

e fer (comme outils).
s ordinaires, en verre noir ou blanc, commun, pour liqueurs; dames-
boutillons vides et flacons carrés, de même verre, dans lesquels on
iéralement le genièvre.
ıydrauliques avec leurs tuyaux, souspapes et autres pièces accessoires.
t chaloupes, montés ou en pièces séparées, ainsi que leurs avirons,
cres.
ıe ou noir.
ydraulique, chaux ordinaire et tous autres matériaux de construction
non dénommés.
, débris et déchets de peaux, ainsi que les boyaux secs de moutons,
ıteries.
ou étoupe en masses ou tordue, pour calfater, étoupe goudronnée et
coton pour l'entretien des machines.
ou conduits en fer ou en plomb.
n pâte.
mperméable pour couverture de toits et pour autres usages.
aux, charrettes et voitures à bras.
grains.
froment en grains.
, calèches, coupés, omnibus, phaétons et toute espèce de véhicules
més.
e chêne, de rouvre ou d'autres arbres, pour tanner.
'orge, de pois-chiches ou Revalescière du Barry et autres farines non

matière, pour dallages, n'ayant pas plus de 60 centimètres; tuiles en terre ou en ardoises et pierres ordinaires brutes de tout genre.

Bois à brûler et charbon de bois en morceaux.

Bois communs, tels que planches, poutres et solives de pin, de pitchpin et d'autres bois, ni rabotées ni bouvetées ayant moins de 25 centimètres d'épaisseur, et pin non dénommés, quelles que soient leurs dimensions.

Maïs en grains.

Pommes, raisins, poires et tous autres fruits frais, y compris les cocos même secs.

Machines, réservoirs en fer galvanisé et appareils non dénommés dans la classe I, dont le poids total dépasse 1,000 kilogrammes, ainsi que les glacières.

Musique écrite.

Manioc.

Paille ou herbes sèches, telles que foin et similaires, pour nourrir les animaux, à l'exception des herbes médicinales.

Poix commune, blanche, noire ou jaune.

Bois de campêche, gaïac, brésillet, mûrier, santal rouge et autres bois semblables, en copeaux.

Papier à cigarettes.

Pianos, même muets, pour l'exercice du doigté, sans accessoires.

Ardoises encadrées ou non, livres et crayons d'ardoise et ardoises pour billards.

Résine de pin.

Roues pour voitures, chariots et charrettes, boîtes d'essieux en fer pour lesdits véhicules et roues en acier montées sur essieux en acier.

Sel d'Epsom.

Sel de Glauber et silicate de soude.

Terre de Sienne et terre noire à nettoyer.

Tombes et tombeaux, en marbre, granit ou toute autre matière, si l'autorité compétente estime que ces ouvrages ne sont pas des œuvres d'art d'un caractère monumental.

Lattes en bois pour couvrir les toits (*teja-mani*).

Craie blanche en morceaux ou en poudre et poudre de marbre et de verre.

Plâtre en pierres ou en poudre et plâtre à mouler.

§ 3.—Classe III.

Droits.—25 centimes de bolivar.

Huile comestible.

Huiles de colza et toutes autres huiles à brûler non dénommées, huile d'os et huile dite *esperma de cristal* pour machines.

Acides stéarique et oléique, stéarine pure non ouvrée et stéarine mélangée avec de la paraffine, connue sous le nom de stéarine du commerce.

Acides acétique, hydrochlorique ou muriatique.

Acide nitrique ou eau-forte.

Huile de kérosène.

Acier, bronze, laiton, cuivre, étain pur ou avec alliage, plomb et zinc en masses ou bruts, en barres, cubes, rognures ou feuilles percées ou ajourées.

Eau de fleurs d'oranger, limonades et eaux gazeuses.

Eau-rase ou essence de térébenthine.

Aiguilles à tricoter, en acier bois, os, caoutchouc ou autre matière similaire.
Coton.
Lavande.
Alun non calciné en morceaux.
Jaune anglais ou chromate de plomb, minium, litharge, manganèse minéral, ruse ou carbonate de plomb et abestine.
Animaux empaillés.
Annonces sous forme d'almanachs, relatives à des produits médicinaux ou à autres industries.
Filtres et appareils à filtrer l'eau.
Harnais et colliers pour voitures de toute sorte et pour calèches, coupés, nibus, phaétons et pour toute sorte de voitures, chariots et charrettes.
Riz moulu, sagou, salep, tapioca et maïs broyé.
Sucre brut ou non raffiné.
Soufre en fleur ou en pâte.
Balances, romaines et dynamomètres, autres que ceux en cuivre ou ceux où cuivre domine, plomb de chasse, chevrotines et balles.
Laine de bois (*barba de palo*) et fibre végétale semblable au sparte.
Barils, pipes et boucauts, montés ou non, et douves importées séparément.
Vrilles et tarières pour perforer les pierres ou les troncs.
Poterie varnissée ou non, sous toutes formes, non dénommée.
Blanc de zinc et bol blanc.
Lianes, joncs, massette, palmes, paille non dénommée, osier non ouvré et épis : trèfle pour la fabrication des balais.
Marc d'huile.
Câbles, agrès et cordages.
Fourneaux de pipes, fume-cigares et pipes en terre ou en faïence ordinaire, ion combinés avec d'autres matières.
Pièces d'artillerie de toute matière.
Haricots de toute sorte, pois-chiches, lentilles, fèves et toute espèce de légumineuses, plantes potagères et racines alimentaires ou comestibles, non réparés.
Toile écrue ou grossière et toile dite *coleta* écrue du n° 3; toiles d'emballage dinaires, généralement employées pour les sacs de cacao et de café et pour les mballages, dont la couleur, naturellement foncée, n'a pas été modifiée par les éparations destinées à les blanchir, même lorqu'elles ont des raies ou des rreaux de couleur.
Charbon de bois en poussière, charbon animal et noir de fumée.
Viande salée, en saumure ou fumée, jambons et jambonneaux non en boîtes, rd et langues fumées ou salées, à l'exception de la viande salée dite *tasajo* dont mportation est prohibée.
Toile d'emballage doublée de papier; carton fin ou papier épais pour bureaux, ur cartes de visite et autres usages, y compris le papier imperméable pour esses.
Oignons.
Tamis en fil de fer.
Crin végétal et similaires.

Poix pour cordonniers.

Bière et cidre.

Chlorure de chaux, créoline et désinfectants liquides ou en poudre, non dénommés.

Vieux cuivre en débris.

Cuisines portatives en fer ou en autres métal.

Corbillards, y compris les lanternes (*viarios*), plumets ou panaches et tous autres articles accessoires de la voiture, quand même ils payeraient séparément un droit plus élevé, pourvu qu'ils arrivent avec le char, dans le même ou dans un autre colis.

Craie blanche ou rouge, en morceaux ou en poudre.

Creuset de toute sorte.

Conserves au vinaigre, autres que les olives et les câpres de toute sorte.

Baies de genièvre.

Émeri en morceaux ou en poudre.

Sparte brut.

Étoupilles et mèches pour mines.

Clous à maugère, en cuivre.

Fontaines ou bassins, en fer, en marbre ou en toute autre matière, et statues, bustes, vases, urnes, en marbre, albâtre, granit ou autre pierre semblable.

Fleur de sagou.

Biscuits de toute sorte, non mélangés de confiseries.

Gaz fluide (*gas fluido*).

Gomme arabique.

Farine de froment et semoule préparée pour la fabrication des pâtes.

Outils et instruments, tels que marteaux, maillets de calfat, hachettes, cabestans, forges, soufflets de toute sorte, crics pour lever des charges, *molejones*, grands clous à vis pour forgerons, bigornes, enclumes et tous autres outils ou instruments semblables.

Fer ouvré: fil de fer autre que le fil galvanisé non ouvré et toile métallique en fil de fer pour fonds de lit; ancres et chaînes pour navires, coffres-forts, mortiers, meubles, presses à copier et à timbrer le papier, clous, broquettes, caboches, rivets et clous à maugère; constrnctions démontées ou leurs parties, telles que balcons, portes, balustres, grilles, colonnes, toits, même importés séparément; statues, urnes, pots à fleurs, bustes et tous autres ornements de ce genre, pour maisons et jardins; poids pour balances, fers à repasser, poteaux pour clôtures; fourneaux ou réchauds, *budares*, chaudrons, grils, marmites, poèles à frire, brûloirs et autres ustensiles de ménage, étamés ou non, émaillés ou non, excepté les mêmes objets en tôle de fer ou fer-blanc qui acquittent les droits de la classe IV. Sont également rangés dans cette classe les clous en fer galvanisé avec rondelles également en fer galvanisé.

Fer-blanc non ouvré.

Os, cornes et onglons bruts.

Hollandille bleue de coton.

Jouets d'enfants, de tout genre et de n'importe quelle matière, y compris les *metras*.

Livres imprimés, en feuilles ou brochés, non compris dans la classe I, brochures,

cahiers et livres destinés à l'instruction primaire, importés sous la même forme ou en demi-reliure (*media-pasta*).

Émeri sur toile ou sur papier.

Graines ou farine de lin et graines de colza.

Lin brut.

Faïence commune et faïence vernissée ou non, en objets de toute forme, non dénommée.

Bois de noyer.

Bois fin pour luthiers, ébénistes, etc.

Bois en feuilles ou en lames, pour placage.

Bois scié, raboté ou bouveté.

Saindoux, à l'exception de toute autre graisse mélangée, et beurre.

Machines, réservoirs en fer galvanisé et appareils non dénommés antérieurement, dont le poids ne dépasse pas 1,000 kilogrammes. Si les machines sont importées avec des pièces de rechange qui, prises séparément, payent un droit plus élevé, le tout sera taxé comme machine, pourvu que ces pièces arrivent dans le même colis.

Moulins de toute sorte, non compris dans la classe I.

Minerai de fer, de cuivre, d'étain, mine de plomb, et amiante ou asbeste.

Pommes de terre.

Papier de tout genre, non dénommé, et serpentins ou rubans de papier.

Poisson pressé, salé ou fumé, non en boîtes de fer-blanc.

Pierres lithographiques, pierre ponce, pierres de tout genre et de toute forme à moudre ou à aiguiser, pierres réfractaires pour fourneaux métallurgiques, pierres à filtrer et autres similaires.

Couleurs ordinaires à l'huile.

Potasse commune et potasse calcinée.

Salpêtre et sel de nitre.

Sangsues.

Sardines pressées, à l'huile, aux tomates ou autrement préparées.

Suif préparé pour la fabrication des bougies stéariques ou stéarine.

Soude commune ou calcinée.

Carbonate de soude cristallisé.

Sulfate de fer ou couperose verte.

Sulfate de cuivre ou couperose bleue.

Toiles ou tissus en fil de fer, non dénommés.

Térébenthine commune de Venise.

Poison pour conserver les peaux.

Verre à vitres et glaces unies, non étamés.

Vinaigre ordinaire et vinaigre empyreumatique et eau-de-vie de marc de raisin.

Vins de toute sorte, en pipes, barils on barriques et vins rouges quel que soit le pays de production ou de provenance, importés en fûts, barriques, barils, bouteilles, boutillons ou tous autres contenants. Si le vin de Porto, même rouge, est importé en boutillons ou bouteilles, il sera classé d'après la classe IV.

Vans pour nettoyer le café (*venteadores*).

Sumac pulvérisé ou non.

[A suivre dans la Bulletin du mois de mars.]

CHEMIN DE FER INTEROCÉANIQUE.

On recommence à agiter dans toute l'Amérique du Sud l'idée de resserrer les relations commerciales et politiques des diverses républiques, premièrement au moyen de voies de communications plus rapides, qui accéleraient l'échange des productions de ces pays, tout en réduisant la distance, les dangers et les dépenses de transport résultant de la longue navigation par la voie de Magellan et des eaux turbulentes du Cap Horn.

Tout le monde reconnaît, principalement au Brésil, au Pérou, en Bolivie, et au Chili, l'urgente nécessité de la construction d'un chemin de fer interocéanique sud-américain, lequel partant d'un des ports du Brésil, Rio-de-Janeiro, par exemple, traverserait, au moyen d'un tunnel, la Cordillère des Andes, et mettrait en communication directe avec l'ancien empire des Bragance, et par là avec l'Europe, les quatre républiques de la côte du Pacifique, si riches en productions naturelles.

La partie technique du travail, telle que l'arpentage des routes, etc., a déjà été étudiée et les plans dressés; le grand obstacle qui s'opposait à la réalisation de cette entreprise était le manque de capital. Il paraît cependant que la question vient d'entrer dans une nouvelle phase pratique, et qu'un accord est intervenu entre les représentants des quatre républiques intéressées, qui ont approuvé le projet en vue de garantir les intérêts du capital qui devra être engagé dans cette vaste entreprise. Toutefois, on doit dire que l'Equateur ne fait pas encore partie des conventions qui ont été négociées.

On dit qu'au Brésil le courant de l'opinion favorable à ce projet est très puissant et que l'œuvre excite beaucoup d'enthousiasme. Une conférence a eu lieu récemment au Club des Ingénieurs à Rio, le Dr. OLIVEIRA BULHOËS étant l'esprit promoteur, à laquelle ont assisté beaucoup de capitalistes et de notabilités les plus connues de la politique. Les gouvernements de la Bolivie et du Chili y furent représentés par M. PALAVICINO et le Dr. ERRAZURI, leurs représentants respectifs au Brésil.

A cette réunion les causes qui paralysent principalement le commerce entre les nations sud-américaines ont été discutées, de

ıême que les immenses richesses naturelles inexploitees qui n'at-ɛndent que l'entreprise et l'énergie que nécessitera l'accomplisse-ıent de ce grand projet international.

La longueur de la ligne transcontinentale de Rio à un port vantageux sur la côte du Pacifique ne dépassera pas, pour ainsi lire, 2,600 kilomètres. Sur foi des personnes intéressées à cette affaire, il est assuré que les capitaux nécessaires au commencement des travaux préliminaires ont été déjà offerts, et que l'inauguration des travaux de construction n'attend que la coopération de l'Equateur avec les autres Républiques.

MISSION ANGLAISE SPÉCIALE À L'AMÉRIQUE DU SUD.

Le South American Journal du 8 janvier écrit, à propos des nesures prises par le Gouvernement anglais pour conserver et ɛtendre d'avantage son commerce actuel avec l'Amérique du Sud, ɔomme suit:

Nous apprenons que le Gouvernement a nommé M. WORTHINGTON de Manchester pour partir en mission spéciale à l'Amérique du Sud en vue de s'informer des conditions des marchés locaux pour l'information du Conseil de Commerce qui considère l'utilité de l'établissement d'un Bureau d'Information Commerciale. M. WORTHINGTON sera accompagné de Sir VINCENT BARRINGTON, qui est envoyé de la part des Chambres-Associées de Commerce. On s'attend au départ des deux commissaires pour l'Amérique du Sud à la fin du mois courant.

Le journal Daily Mail en publiant cette nouvelle observe:

Les préliminaires de l'entreprise, annoncée pour la première fois par Sir. COURTNEY BOYLE à Nottingham, continuent de faire des progrès constants. Non seulement on a obtenu d'un nombre de Chambres de Commerce des témoignages convaincants, mais on a aussi recueilli nombre d'informations de beaucoup de valeur. Cette information toutefois ne suffit pas pour indiquer quel sera le caractère final de l'entreprise proposée. Cela ne peut être assuré que lorsque les membres du Comité Départemental, nommés pour considérer la proposition, soumettront leur rapport au Président du Conseil de Commerce, qui, à son tour le soumettra, accompagné de ses recommandations, au Cabinet, auquel est confié la décision finale.

CODE DE LA NOMENCLATURE COMMERCIALE

Le Département du Trésor vient de publier la lettre circulair suivante, annonçant l'adoption dans les différentes douanes, d Code de la Nomenclature Commerciale, compilé et publié par l Bureau, comme livre de référence:

[Circulaire Departementale No. 16. Division des Douanes.]

DÉPARTEMENT DU TRÉSOR, BUREAU DU SECRÉTAIRE,
Washington, D. C., le 22 janvier 1898.

Aux Collecteurs et autres Agents de la Douane:

Selon une résolution de la Conférence Internationale Américaine, qui reco mande aux gouvernements qui en font partie l'adoption d'une nomenclatu commune pour la désignation, en ordre alphabétique et en termes équivalen en anglais, en portugais et en espagnol, des articles sur lesquels sont perçus c droits d'importation, pour l'usage par toutes les nations américaines dans l'i position des droits de douane qui sont établis ou qui seront désormais étab de même que dans les manifestes maritimes, factures consulaires, entrées, per de sortie de vaisseaux et autres documents douaniers, le Bureau des Républiq Américaines a publié un ouvrage, en trois volumes, intitulé "Code de Nom clature Commerciale," qui contient 28,000 termes commerciaux, arrangés façon à assurer de la facilité de référence dans n'importe laquelle des trois la gues, à savoir, l'anglais, le portugais, et l'espagnol. Cette publication est dés mais acceptée comme livre de référence pour la traduction des phrases et mo commerciaux, par ce Département et par les priseurs de marchandises. Tou erreur ou faute qu'on trouvera dans cet ouvrage devra être signalée a Département.

W. B. HOWELL, *Sous-Secrétaire.*

MISCELLANÉES COMMERCIALES.

RÉPUBLIQUE ARGENTINE.

Importation de Charbon Américain.

Un représentant d'une maison importante de charbo à Philadelphie est actuellement à Buenos Ayres en vu d'y trouver un marché pour le charbon Pocahontas. Ce charbon a été employ quelque temps dans l'Amérique Centrale et les Indes Occidentales et a donn des résultats très satisfaisants. Le commerce en charbon entre les Etats-Uni et la République Argentine est peu considérable et peut être développé consid rablement si l'attention nécessaire y est prêtée et des efforts sont faits pou l'avancer. La valeur totale du charbon expédié aux pays sud-américains, pen dant l'année fiscale terminée le 30 juin 1897, ne s'est élevée qu'à $145,000. L

es houillères de Virginie, possédant un port accessible à tout le monde à folk, devraient être mises en communication immédiate avec les contrées Indes Occidentales et de l'Amérique du Centre et du Sud.

mballage d'Appareils Électriques. Les importateurs de Buenos Ayres réclament contre la manière défectueuse de l'emballage des appareils électri- s qui leur sont expédiés. On cite comme exemple une compagnie américaine expédia à ce marché un grand nombre de lampes incandescentes qui ont été uvées à leur arrivée avoir subies un dommage considérable. En même temps cette réclamation, on rapporte qu'une expédition semblable venant de l'An- erre est arrivée en bien meilleur état. L'importance de cette suggestion doit bler évidente aux parties intéressées dans ce genre de commerce.

olte de Blé à Santa Fé. La moisson du blé dans la République Argentine qui s'est poursuivie pendant le mois passé est pratiquement e. Les informations reçues du Département de Santa Fé, le centre des dis- ts producteurs du blé dans la République, rapportent que la récolte est la grande qu'on ait vue pendant quelques années. On dit que la récolte est seulement exceptionnelle quant à la quantité mais aussi que la qualité de la ne est excellente, tant en poids qu'en couleur.

BRÉSIL.

Câble Sous-Marin. Le câble de la "Western and Brazilian Company" entre Pernambuco et Ceará, et le Câble Amazonien, endant de l'embouchure de la rivière à Manáos, qui ont été hors d'usage pen- t quelque temps, ont été réparés et les dépêches sont de nouveau transmises ulièrement.

Exportations de Caoutchouc. Les exportations de caoutchouc de Pará pendant le mois d'octobre dernier se sont élevées à 2,074,644 kilo- mmes, dont 1,061,573 kilos ont été expédiés en Europe et 1,013,071 aux ts-Unis.

s d'or de Mines Geraes. La Compagnie "Saõ Bento Gold Mining" qui com- mença ses travaux il y a un an dans l'Etat de Minas, sssède environ 10,000 acres de terrain. On calculait sur une production 240 grains d'or par tonne en moyenne, mais le minerai s'est montré bien s riche en quelques endroits qu'on ne s'y attendait, la quantité d'or s'élevant 1 once 72 grains. Le minerai est si friable que les bocards ne sont pas cessaires pour le rédu ire en poudre; il est simplement passé par les cylindres tout de suite plongé dans les cuves à cyanure. La compagnie a un capital de 1,300,000 en or.

ouvelle Fabrique de Chapeaux. La nouvelle fabrique de chapeaux, récemment établie dans la ville de Rio de Janeiro, emploie 120 ouvriers et brique 1,000 chapeaux par jour. Toutefois la fabrique a une capacité pour la roduction de 5,000 chapeaux et on dit qu'elle emploiera 600 ouvriers.

rovisions de Charbon de terre. Le Jornal do Commercio fait autorité pour la nouvelle que la Brazilian Financial Company à Londres a signé un ntrat pour l'approvisionnement du charbon à l'usage du Chemin de Fer Cen-

tral pendant l'année prochaine. Le prix stipulé dans le contrat est de $6.25 par tonne livrée au port de Rio de Janeiro; un quart de la quantité peut, selon le contrat, être livré à Santos à un prix additionnel de 75 cents par tonne.

Vente de Plantations. Le South American Journal publie la nouvelle qu'un syndicat anglais a été organisé en vue de l'achat de plusieurs plantations caféières dans le Département de Sao Paulo, entre Sarandy et Batataes; le montant du prix à payer s'élève à 18,000,000 milreis. Il est rapporté qu'un autre syndicat s'organise à Londres avec un capital de fonds hollandais et américains deux fois plus grand, pour l'achat de plantations à l'ouest et au nord de Sao Paulo.

CHILI.

Exportation de Viandes Gelées. Une compagnie a été formée à Valparaiso pour l'exportation en Europe de viandes gelées de Punta Areña, dans le détroit de Magellan. On dit qu'une expérience sera bientôt tentée avec une expédition de 20,000 moutons.

GUATÉMALA.

Droits sur les Appareils Électriques. Le Gouvernement de Guatémala vient de promulguer un décret pour l'entrée en franchise de droits, des batteries électriques, non chargées, pour l'usage public. Le fil de fer galvanisé et le fil de cuivre isolé, de même que les appareils électriques, sont sujets aux droits, suivant le poids brut. Le Guatémala, comme les autres pays, installe dans ses villes principales le système de l'éclairage électrique.

Paiements en Argent des Droits de Douane. Les informations officielles reçues du Guatémala annoncent qu'à partir du 1er juillet les droits d'importation et d'exportation seront payables en argent.

MEXIQUE.

Fabrique de Fer-Blanc. Un nouveau développement industriel sera bientôt entrepris au Mexique avec l'inauguration d'une fabrique de fer-blanc et la demande a été faite au Gouvernement mexicain pour la concession respective. On pense qu'en vue du grand commerce en aliments conservés, notamment en fruits et légumes, que la République développe, la nouvelle industrie proposée lui sera d'un immense avantage et l'action du Gouvernemen est attendue avec beaucoup d'intérêt.

Fabrique de Bicyclettes et de Caoutchouc. Une concession a été obtenue du Gouvernement mexicain par un fabricant américain pour la construction e l'opération au Mexique d'une fabrique de bicyclettes et de caoutchouc. C'es l'intention du concessionnaire d'utiliser l'excellente force hydraulique qu'il obtenue pour la production de la force électrique et de faire concurrence au fabricants de bicyclettes aux Etats-Unis. Un autre point sur lequel on compt pour faire réussir l'entreprise, est le bas prix payé pour le travail au Mexique.

Inauguration du Chemin de Fer de Mexico, Cuernavaca et du Pacifique. Un événement important et intéressant qui marque le développement intérieur et l'esprit progressif du Mexique a été l'inauguration officielle, au mois de décembre dernier, du chemin de fer de Mexico, Cuernavaca et du Pacifique, qui s'étend de la

té de Mexico à Cuernavaca. La cérémonie a été honorée par la présence du ésident de la République et de son cabinet, et aussi des membres du corps diplo- ıtique et autres résidents distingués de la République. La distance entre les ux termini de la la ligne est de 75 milles, mais l'importance attachée à cette treprise se trouve dans le projet de continuer la ligne jusqu'à Acapulco, sur la te du Pacifique, et la construction se poursuivra avec la même énergie qui a arqué les travaux jusqu'à présent.

ans pour la Construction du Nouveau Palais Législatif.

Jusqu'au 27 décembre 1897, vingt-neuf séries de plans et spécifications pour le nouveau Palais Législatif, qui sera construit dans la Cité de Mexico, ont été reçues pour être :xaminées. Quelquesuns de ces plans ont été présentés par des Mexicains, l'autres par des Européens, mais la majeure partie est le travail des architectes méricains.

Machines Electriques au Mexique.

Le syndicat qui contrôle les tramways de la ville de Mexico fait des préparatifs pour l'introduction de l'élec- icité comme force motrice. La campagnie possède environ 140 milles de ligne, : on se propose de fournir de la force motrice electrique à toutes les lignes, y com- ris celle qui met en communication Guadaloupe avec San Angel. Les dépenses ›tales de l'installation du nouveau service sont estimées à environ $5,000,000 : l'opportunité sera ouverte à tous les fabricants d'appareils électriques de ›umettre leurs propositions.

L'Industrie Textile.

Le développement de l'industrie de tissus de coton au Mexique attire l'attention des pays étrangers et les chiffres uivants sont donnés comme preuve de ce développement et aussi de la produc- ion croissante de la matière première dans la République. Pendant les dix ›remiers mois de 1897, la Grande-Bretagne a exporté au Mexique 34,301,600 rerges de tissus fabriqués, comparés à 42,164,200 verges pour la période corres- pondante de 1896. Les importations provenant des Etats-Unis pendant les neuf premiers mois de 1896 et 1897 ont été de 6,034,908 verges et de 4,503,773 verges respectivement. Les importations de matières premières provenant des Etats-Unis pour les mêmes périodes correspondantes ont diminué de 12,146,161 livres à 5,128,429 livres. Il est affirmé sur la foi d'une autorité indéniable que les trois-quarts du coton employé dans les filatures de coton mexicaines sont de production nationale et que tous les ans une plus grande quantité en est cultivée. Plusieurs nouvelles filatures de coton ont été installées pendant ces dernières années et plusieurs autres sont sous contrat de construction dans le voisinage de Puebla. Les profits retirés du commerce sont très satisfaisants, s'élevant en quelques cas à 20 et 30 pour cent du capital employé.

Concession Accordée pour la Construction d'une Nouvelle Fonderie.

Une concession vient d'être obtenue du Gouvernement mexicain par des résidents de Kansas City, Mo., pour la construction à Villa del Carmen, dans l'Etat de Coahuila, d'une fonderie pour le traitement de toutes sortes de minerais. Conformément aux termes de la concession, la fonderie doit avoir au minimum une capacité suffisante pour le traitement de 25 tonnes de minerais par jour. Les travaux de construction de la fonderie et de toutes ses appartenances devront commencer dans deux ans, à partir du 30 décembre 1897, et devront être terminés au plus

tard huit mois après cette date. Les machines et le matériel requis seront admis en franchise de droits.

Budget pour l'Exercice 1898–1899.

Dans le rapport soumis au Congrès par le Señor José Ives Limantour, Ministre des Finances, les dépenses du budget pour l'exercice 1898–1899 sont évaluées à $52,089,000, et les recettes à $52,109,000. Au compte des revenus, les recettes des douanes sont portées pour $423,847,000, et celles des taxes intérieures pour $23,092,000; les autres sources de revenu complètent la somme anticipée.

Annulation de la Concession de Chemin de Fer.

Dû à l'inexécution des conditions de la concession par la Mexican Southeastern Company, le contrat a été annulé par le Gouvernement mexicain. L'annulation est basée sur l'inaccomplissement par les concessionnaires des termes de l'article 2, qui stipule que 100 kilomètres de la ligne de San Géronimo à la Frontière de Guatémala devront être terminés dans un an à partir de la promulgation de la concession (30 décembre 1896). L'annulation du contrat entraine la confiscation de la somme de 50,000 dollars déposée avec le Gouvernement comme garantie de l'accomplissement du contrat.

NICARAGUA.

Chemin de Fer National.

Dans le Bulletin pour le mois de décembre, référence a été faite au projet de loi, alors en discussion au Congrès de Nicaragua, autorisant la vente du Chemin de Fer National et des vapeurs sur le lac de Managua, qui font le service en connexion avec le chemin de fer. M. Paul Wiesike, Consul des Etats-Unis à Managua, sous date du 19 octobre 1897, informe le Département d'Etat que la loi a été mise en vigueur et qu'un commissaire, nommé par le Gouvernement et ayant le pouvoir de faire les négociations pour la vente ou l'affermage de la ligne, viendra d'abord faire visite aux Etats-Unis. L'équipement complet de la ligne, selon M. Wiesike, entraînera l'achat de 100 trains de marchandises, trois locomotives, la reconstruction de l'un des ponts et la réparation de la voie, nécessitant un déboursement d'au moins $100,000.

Mines d'Or.

Un correspondant écrivant dans le Engineering and Mining Journal dit qu'un nouveau district minier a été découvert dans le district de Siguia, situé à environ 20 milles au-dessus de Bluefields, par eau. On pense que ce district sera trouvé très riche, puisqu'un essai fait sur les premières veines a rapporté de $19.50 à $36 d'or et de 6 à 10 onces d'argent par tonne. Les ruisseaux des montagnes dans l'endroit où se trouve le quartz fournissent en abondance la force hydraulique; les propriétaires du terrain font construire des tunnels et se préparent pour l'exploitation de leurs placements sur une grande échelle.

PÉROU.

Commerce avec Lima.

Les allumettes chimiques en usage sont toutes importées de la Suède, il n'en existe aucune fabrique au Pérou et l'importation de cet article est très importante. Le système de l'éclairage

l'électricité de la ville commence à être adopté, et on croit qu'en peu de temps il remplacera entièrement le système actuel d'éclairage au gaz tant pour l'éclairage particulier que pour l'éclairage public. Plusieurs des autres villes principales de la République s'intéressent à ce sujet, et l'opportunité qui se présente pour les fabricants américains d'appareils d'éclairage électrique est très favorable. L'industrie d'ameublement a fait tant de progrès dans le pays que les importations de meubles étrangers sont devenues insignifiantes et se bornent uniquement aux ameublements de luxe.

SALVADOR.

Réduction des Droits sur les Spiritueux.

Grâce à l'intervention du consul des Etats-Unis et d'autres représentants de gouvernements étrangers dans ce pays, depuis le 21 octobre 1897 le droit d'entrée au Salvador sur les spiritueux en bouteilles a été réduit par 100 kilos bruts et jusqu'à 50° à $17.60 or et $21.10 argent. Les droits sur les spiritueux en fûts jusqu'à 50° restent les mêmes que sous l'ancien tarif.

Mesures Financières.

La presse salvadorienne se montre alarmée de l'exportation continue de l'argent, qui contribue à aggraver la situation économique du pays. Il est probable que les banques se mettront d'accord pour adopter un même type de change en rapport avec le prix du métal blanc à Londres.

M. SALVADOR REYES, qui avait été envoyé au Guatémala en qualité de ministre de la Diète, est de retour après avoir accompli sa mission avec succès.

En raison de la crise économique que traverse en ce moment le pays, le Gouvernement fait tous ses efforts pour restreindre les dépenses publiques. La plus sévère économie a été introduite dans toutes les branches de l'administration et le personnel en a été réduit au strict nécessaire. Ces mesures sont accueillies favorablement par l'opinion publique.

URUGUAY.

Commerce en Charbon de Terre.

Dans un rapport au Département d'Etat, fait le 4 décembre 1897, le consul ALBERT W. SWALM, donne des statistiques intéressantes relatives au commerce de charbon de terre à l'Uruguay. La majeure partie du charbon importé dans l'Uruguay vient de Cardiff, Galles, en concurrence avec les Etats-Unis. Les charbons employés par les chemins de fer sont admis en franchise de droits d'importation, mais tous les autres charbons paient un tarif de 60 cents par tonne. L'évaluation douanière du commerce de charbon a atteint 1,000,000 de dollars; le prix de vente du charbon varie de 8 à 10 dollars par tonne, mais en 1898 il y a eu une diminution marquée en comparaison avec l'année antérieure, tant dans l'importation que dans le commerce général. M. SWALM rapporte qu'un représentant de l'une des plus importantes maisons d'exportation de charbon de la côte de l'Atlantique a été récemment à Montévidéo afin de faire des arrangements pour placer le charbon américain en concurrence plus active avec le produit gallois. Le consul ne voit

aucune raison pourquoi l'entreprise ne réussirait pas, pourvu que les cargaisons provenant des Etats-Unis conservent l'état de propreté établi par les compagnies rivales. Jusqu'ici cela n'a pas été la règle, et à cet état de choses est dû en grande partie l'insuccès du charbon américain à dominer le marché.

Exportations de Laine et de Peaux de Moutons.

L'exportation de laine du port de Montévidéo, selon M. SWAIM, consul à ce port, du 1er octobre au 30 novembre 1897, a atteint 6,705 ballots, d'un poids moyen de 500 kilogrammes chaque. De ce nombre 173 ballots ont été expédiés aux Etats-Unis; les expéditions aux autres pays ont été comme suit: France, 3,105; Belgique, 883; et l'Angleterre, 997. La tonte a été grande et d'une meilleure qualité en général que celle de l'année dernière. On a exporté du 1er août au 30 novembre 1897 7,729 ballots de peaux de moutons, desquels la France a pris la majeure partie.

VENEZUELA.

Installation de Tramways Électriques à Caracas.

La concession accordée au mois de juillet 1896 à une compagnie pour l'installation de tramways électriques dans la ville de Caracas a été révoquée, faute de l'accomplissement par le concessionnaire des conditions de la concession. A présent le service des tramways à Caracas est très défectueux et la révocation de la concession ouvre aux capitalistes amérieains intéressés dans ces entreprises une opportunité favorable.

MONTHLY BULLETIN

OF THE

BUREAU OF AMERICAN REPUBLIC

INTERNATIONAL UNION OF AMERICAN REPUBLICS.

VOL. V. MARCH, 1898. No.

ANNUAL REPORT OF THE BUREAU.

POLICY OF THE LATE DIRECTOR, MR. JOSEPH P. SMITH—PROCEEDINGS OF THE EXECUTIVE COMMITTEE—APPOINTMENT OF A PROVISIONAL DIRECTOR.

A meeting of the Executive Committee of the International Union of American Republics was held at the State Department on Monday, February 28, 1898, at 11 a. m., pursuant to the call of the Secretary of State.

Present: Secretary of State, Chairman; Mr. ROMERO, the Minister from Mexico; Hon. WILLIAM R. DAY, Assistant Secretary of State; Mr. FREDERIC EMORY, Acting Director of the Bureau of the American Republics.

Mr. ANDRADE, the Minister from Venezuela, was unable to be present, but Mr. ROMERO had been asked to represent him, thus making a quorum of the Committee.

The annual report of the Director of the Bureau was presented by the Chairman, and, on motion of Mr. ROMERO, it was approved and its transmittal to the two Houses of the United States Congress, and to the Governments represented in the International Union was ordered.

A statement from Mr. FREDERIC EMORY, Acting Director, as to the condition of the Bureau, was read by the Assistant Secretary of State.

A resolution was presented, and, on motion of Mr. ROMERO, was adopted, approving the conclusions and recommendations of the Acting Director, and appointing Mr. FREDERIC EMORY Director of the Bureau of the American Republics for a period not to exceed the current fiscal year ending June 30, 1898.

The resolution stated that the purpose of the appointment was to enable the provisional Director to thoroughly reorganize the affairs of the Bureau, to cancel all engagements entered into for advertising, canvassing for subscriptions, or other business purposes which might seem to him to be injurious to the interests of the Bureau; and to reorganize the force, making such reductions of the said force or of salaries, and readjusting the same, as might be deemed expedient, "having always in view the general interests of the International Union and the wishes of the Executive Committee."

The Committee instructed the Director to terminate at once the existing contracts for soliciting advertisements and subscriptions to the publications of the Bureau upon commission, and to discontinue the New York office of the Bureau. In pursuance to this instruction, the Director, on the 28th of February, notified the advertising agent of the Bureau of the action of the Executive Committee.

Advertisements will continue to be received for the MONTHLY BULLETIN as heretofore.

ANNUAL REPORT.

The annual report of the Bureau, with an explanatory note by the Acting Director, is as follows:

BUREAU OF THE AMERICAN REPUBLICS,
INTERNATIONAL UNION OF AMERICAN REPUBLICS,
Washington, U. S. A., February 28, 1898.

Hon. JOHN SHERMAN,
Chairman Executive Committee,
International Union of American Republics.

SIR: I have the honor to inclose herewith the annual report of the Director of the Bureau of the American Republics. This report was prepared in accordance with the instructions of the late Director of the Bureau, Mr. JOSEPH P. SMITH, and follows the memoranda forwarded by him as the basis for the document. The

ıft was sent to Mr. SMITH at Miami, Fla., but reached him en he was too ill to take action upon it. I am satisfied, how-ɛr, that the report substantially embodies Mr. SMITH'S views, d, as it presents a careful summary of the work of the Bureau ıder his direction and indicates the general purposes he had in ew, I deem it but proper that it should be laid before the Execu-ve Committee for their action and for transmission to the Congress the United States and the Governments of the other Republics the International Union as the annual report of the Bureau.

Respectfully yours,

FREDERIC EMORY,
Acting Director.

MIAMI, FLA., *January 28, 1898.*

e SECRETARY OF STATE, *Chairman*, and the
EMBERS OF THE EXECUTIVE COMMITTEE OF THE INTERNATIONAL UNION OF AMERICAN REPUBLICS.

GENTLEMEN: In submitting my first annual report as Director the Bureau of the American Republics, I have the pleasure of ngratulating you upon a marked advance in the dignity and efulness of the Bureau's work. The wisdom of the creation of e Bureau as an international agency for the promotion of trade ıd the extension of fraternal relations among the Republics the Western Hemisphere has, in my judgment, been amply ɔnfirmed by accomplished results, and the future promises a ırge and healthful development of its capabilities for practical ood. An undertaking so novel in design and so heavily ɛighted with elements of possible friction as an international ıion of nineteen distinct and strongly individualized govern-ıents, must, in the nature of things, be experimental at first and work of gradual development from year to year. It would be lifficult to find stronger testimony as to the general solidarity ıf interests of the Republics of the two American continents han is provided in the fact that this enterprise, though often hreatened by hostile criticism from without, has not only survived ll assaults, but commands even stronger and more united support ɔm all the parties to the union than even in the first glow of its ɛnerous inception. The Bureau is indebted for much of its

recent growth to the more active and vigilant participation of the representatives in Washington of the various Republics interested, and it has just had signal proof of the generous appreciation of its work in the United States in the provision recently made by the United States Congress for the expenses of the current fiscal year.

Since the date of the last annual report of my predecessor, January 26, 1897, the following publications have been issued:

Code of Commercial Nomenclature, in English, Spanish, and Portuguese. (Revised edition.)
Code of Commercial Nomenclature, in Spanish, English, and Portuguese.
Code of Commercial Nomenclature, in Portuguese, Spanish, and English.
Commercial Directory of the American Republics, first volume.
Diplomatic and Consular Service of the Latin-American Republics and Hawaii in the United States.
Diplomatic and Consular Service of the United States. (Corrected to July 29, 1897.)
Handbook of Alaska.
Handbook of Guatemala (revised).
Handbook of Hawaii.
Import Duties of Peru, 1896.
Import Duties of United States, 1897 (English).
Import Duties of United States, 1897 (French).
Import Duties of United States, 1897 (Portuguese).
Import Duties of United States, 1897 (Spanish).
MONTHLY BULLETINS from February, 1897, to January, 1898, inclusive.
Newspaper Directory of Latin-America.
Official Mailing List of the Bureau of American Republics.
Reciprocity and Trade.
Spanish-American Trade.
Specifications for New Government Building in City of Mexico.
Trade Relations in America.

Copies of these publications accompany this report as Inclosures I to XX, inclusive.

The most important work of the year was the preparation of the Commercial Directory of the American Republics. Shortly after entering upon my duties, I became convinced that one of the most effectual means of bringing the manufacturers and merchants of the various countries into closer relations, and thus pro-

ɔting industries and commerce, was to provide them with a iable source of information as to the names of firms engaged in ırticular lines of trade or production, supplemented with the test data procurable as to the resources, commerce, manufactures, ade usages, patent and copyright laws, business licenses, cus-ms tariffs, passport regulations, etc., of the American Republics d the West Indian and Central and South American colonies, th which they are so intimately associated in trade intercourse. liscovered that such a work was recognized among the business n of the United States as one of the most immediate neces-es for expansion of trade with the Latin-American countries. e Bureau had previously published commercial directories, ich, though serving a useful purpose at the time, had become olete. I felt that what was demanded of the Bureau was a ctical encyclopedia of the industries and trade of the countries nposing the International Union. Of course, a task of such gnitude implied large expenditures for the collection and com-ation of a great mass of data, its translation into Spanish, rtuguese, and French, and the classification of many thousands names.

Above all, it seemed to me to be indispensable that the work ould be conducted with the most painstaking care, in order that e publication should be recognized everywhere as a standard ıthority. It was an undertaking which, under ordinary condi-ons, would have consumed a long period of time, but by enlist-ıg the active cooperation of the Department of State, and ugmenting the force of the Bureau for this special purpose, I ıucceeded, with the valued aid of the Governments interested, hrough their representatives in Washington and officials of their various administrative departments, in completing and publishing the first volume in about eight months from the time of its incep-tion, and about five months after active work had been begun. It was intended at first to complete the work in one volume, but as it proceeded, it was found that the mass of valuable data was so great that two volumes would be required. The second volume is in course of preparation, and will be issued by the 1st of March. In other words, I shall have the satisfaction, during the first year of my incumbency of the office of Director, of having carried to a successful conclusion an enterprise which, I trust, will effectu-

ally demonstrate the capabilities of the Bureau for adequate fulfilling the purposes for which it was created, and especially issuing publications not only of practical value to trade but generally recognized importance to economists, financiers, legislators all over the world. As to this, I trust I shall acquitted of any charge of egotism in praising a work with wh I have been so closely identified by the testimony submi herewith in the form of a large number of unsolicited letters f representative men and business organizations. (Inclosure X

Among these, will be found words of commendation from t former Secretary of State of the United States, Hon. RICH AR OLNEY, who was also the honored chairman of your comm tte and one of the strongest advocates of the system under which th Bureau is now governed; Hon. WARNER MILLER, for years con spicuously identified with the Nicaragua Canal; Mr. WILLIAM E CURTIS, the first Director of the Bureau; Mr. CLINTON FURBISH my immediate predecessor; Mr. THEODORE C. SEARCH, preside of the National Association of Manufacturers; a number well-known business men who have long been identified wi South American trade, and Senators and Representatives the United States Congress. Copies of the first volume the Directory were sent to the Presidents of the Republics com posing the Union on the 11th of November, 1897, and on th same day, a copy was formally presented to the President of th United States by representatives of the Executive Committee, com prising Hon. JOHN SHERMAN, Secretary of State of the Unite States; Señor DON MATÍAS ROMERO, Minister from Mexico, an Señor Dr. DON MARTIN GARCIA MÉROU, Minister from the Arge tine Republic. A full account of the proceedings is herewit attached. (Inclosure XXII.) Copies were also transmitted t the members of the President's Cabinet, who acknowledged th receipt of them in cordial terms of appreciation, as will appear fro their letters presented herewith. (Inclosure XXII.) While is believed that the Directory will stand the test of the most search ing criticism, it is hoped in future editions to make it still mor valuable to the great interests it was intended to promote.

The experience of the Bureau in connection with the publica tion of the Code of Commercial Nomenclature, almost the entir edition of which is now in storage awaiting purchasers, led me t

ɔt the methods of successful publishing houses in soliciting criptions in advance, with the result that the commercial ırtment of the Bureau, necessarily located in New York, as great business center for such work, succeeded, up to January ı selling 3,079 copies of the Commercial Directory, amount- to $15,395. The total cost of the Directory, including the ıpilation and editing of statistical and descriptive matter and ranslation into several languages, and the collection and classi- tion of more than 100,000 names of business firms, was about ,000. The proceeds from the Directory will amount to about ,000, making the net cost $28,000. This outlay, it seems to is fully justified by the large results to the common interests ch seem to be assured.

n addition to the Commercial Directory, which, as I have cated, has absorbed so much of the time and energies of the eau, the MONTHLY BULLETIN, which is the official organ of the rnational Union, has, during the past year, been greatly enlarged improved. The edition now numbers 75,000 copies each ıth, over 40,000 being circulated in the Latin-American coun- s, and the receipts from advertising increased from $6,416.14 ing the fiscal year ended June 30, 1897, to $13,025.24 during six months following to December 31, 1897, or more than ıble the proceeds of the previous year. For the six months n January 1 to July 1, 1898, the receipts from this source will bably not be less than $30,000. Ultimately, it is hoped, the ome from advertisements will make the MONTHLY BULLETIN -sustaining. It is not contemplated to make the BULLETIN a rce of profit to the Bureau, but simply to obtain the means to ure the best material for its pages and to extend its circulation all those points which are of importance in developing interna- nal trade. It will be seen that, if this policy is pursued, the LLETIN must eventually become a great agency for promoting interests of manufacturers and business men in all of the Repub- s. I was disposed, when I first assumed control of the Bureau, to w with some doubt the policy of inserting paid advertisements the BULLETIN, but after having carefully investigated the sub- t, I became convinced that, throughout the American Republics, a result of the adoption of the system by the conference of rep- ntatives of the International Union in 1896, the benefits to be

secured fully sustained the wisdom of the action taken at that time. One of the most important reasons for including advertisements in such a publication is to be found in the fact that it is only from advertisements that people in one country can obtain information of a practical character as to the trade offerings, manufactures, and business opportunities generally in other countries. This is clearly demonstrated by the practical experience of the Bureau in the receipt of letters from a large number of manufacturers, merchants, and shippers of the United States, informing it of important gains in trade as a result of the direct contact between seller and consumer, secured by means of advertising in the BULLETIN. Attached to this report, will be found a number of letters from leading firms in the United States, giving specific instances of business obtained by this means. (Inclosure XXIII.) The benefits described, as it happens, are those resulting immediately to the United States, and for that reason, I feel that the Bureau is entitled to expect commensurate support from this country; but all the members of the International Union will indubitably reap their share of profit from the enlargement of commercial intercourse which may confidently be expected to follow.

The Code of Commercial Nomenclature, which was begun under instructions from the International Union by the first Director of the Bureau, was completed and printed in a more convenient form than at first proposed, in three volumes, in English, Spanish, and Portuguese, with the equivalents in each case in the other languages, within three months after my appointment as Director. The value of this work, carried on for a period of seven years, is generally recognized among those engaged in Latin-American trade, and it will no doubt be possible, in course of time, as it is analyzed in practical use, to add to and perfect it.*

During the past summer, the Bureau issued special Handbooks of Alaska and Hawaii, because of the popular interest excited by the discovery of gold in the former and the proposed annexation to the United States of the latter, and the general demand for information which it was thought this Bureau should supply. The Hawaiian Islands, it may be recalled, though not formally a member of the Union, were included in the original programme

*See February BULLETIN, page 1312—Code of Commercial Nomenclature, adopted by United States Treasury Department as standard for use in custom-houses.

its operations, and their peculiar relation to the United States ms to me to warrant their inclusion in the general scope of the ıreau's work. For the same reason, Hawaii was incorporated Volume I of the Commercial Directory. The work of ɔmptly publishing changes in the customs tariffs of the various untries comprising the International Union was carried on dur- g the year, and special editions of new tariff laws of Peru and e United States were issued, the latter being printed in Spanish, ortuguese, and French, as well as in English. Revised editions the Handbooks of Brazil, Colombia, Costa Rica, Mexico, and enezuela are being prepared, and will be issued as soon as possible ı enlarged form and with the latest statistical information.

In addition to the work of publication which has been described, ıe Bureau has extended its duties by creating a division of infor- ıation, with the view to answering with the least delay and as curately and fully as possible the many requests for specific data ıncerning the Latin-American Republics which reach it from y to day. Since September 1, nearly 400 communications of is character have been received and answered promptly, after e proper investigation had been made, with the result of adding rgely to the knowledge of the business communities of the ɔuntries interested as to the conditions of a wider exchange of oducts among themselves. The work of the Bureau having en so greatly increased, it was found necessary to largely aug- ıent the force to meet the special exigency of the speedy publi- ıtion of the Commercial Directory. After the emergency had assed, the force was reduced more nearly to normal conditions; ıt I may say frankly that, if the work of the Bureau is to corre- ɔond to the necessities of trade development among the Repub- s of the Western Hemisphere, it must necessarily employ a ge and expensive staff. Besides a considerable clerical force, it absolutely indispensable that it should be provided with effi- nt translators, able to render the great mass of data prepared publication promptly into Spanish, Portuguese, and French. In addition to these, it should have at its command the services specially qualified writers on the economic conditions which lie the base of any successful expansion of trade among the Ameri- n Republics. The work, which, with the approval of the Exec- ive Committee, it would afford me the greatest pleasure to

prosecute with unrelaxing energy, requires the highest class of ability, and it would be idle to conceal the fact that the great ends of the International Union can not be successfully subserved without a much larger outlay than the meager resources heretofore at the command of the Bureau. This is the more evident when we consider the fact that even what has been accomplished—imperfectly and unsatisfactorily as it must have been to my predecessors, though reflectiug great credit upon them in view of the disadvantages under which they labored—could not have been secured without funds largely in excess of the appropriation never more than $36,000 per annum. Investigation will show that the former Directors of the Bureau were compelled to resort to various expedients to enable them to print the publications which have been issued from time to time. It would have been impossible to do this from the funds at their command. It was done only by means of authority obtained from the Congress of the United States to print the various Handbooks and other publications as Congressional documents, to be paid for out of the general printing fund. Notwithstanding this, deficiencies were incurred in the account with the Public Printer, and the fact has recently developed that these amount to a considerable sum. As I did not have the advantage enjoyed by my predecessors of the Congressional authority indicated, I was greatly embarrassed to determine how the difficulty could be remedied. However, I hope that this matter will be satifactorily adjusted by the Congress of the United States.

The temporary addition of a number of persons to the working force of the Bureau necessarily increased the expenses, and the demands of the work since then have laid a heavy tax on the Bureau's resources from advertising, besides exhausting the regular appropriation. Under these circumstances, I called the attention of the Secretary of State of the United States to the matter, and the Congress of the United States was asked to make an urgent deficiency appropriation of $41,972 to meet the expenses of the Bureau for the six months ending June 30, 1898. This appropriation was made without objection—a fact which demonstrates the appreciation by Congress of the practical value of the Bureau's work. The recommendation has also been made to Congress to appropriate the full sum of $36,000 for the expenses of the

Bureau for the fiscal year ending June 30, 1899. I wish to say, however, that this amount, in my judgment, is far from being commensurate with the prospective needs of the Bureau, and I respectfully suggest to the representatives of the countries composing the International Union that steps be taken to secure to the Bureau the use of the amounts contributed by the other Republics, which amounts, at present, are paid into the United States Treasury to reimburse the latter to the extent of the quotas of the different countries. This would make the revenue of the Bureau from such sources about $45,000 or $50,000. Even this would be wholly inadequate to the actual requirements, and it is hoped that means will be taken to secure to the Bureau an income corresponding to the dignity and practical value of its work.

One of the objects which I have had in mind from the moment became familiar with the capabilities of the Bureau has been the active cooperation of all of the members of the International Union—not merely the Governments of those countries to which I am indebted for valuable support and encouragement, but the industrial and trade interests of every kind. It has seemed to me that this object might be best served by the appointment of commissioners representing the Bureau to serve without pay in the leading industrial and commercial centers of the different countries. It would be the special duty of the Bureau to keep such representatives fully informed from its various sources of intelligence as to trade developments and opportunities, the market conditions, requirements of consumers, etc., in the other countries, and the commissioners, in their turn, would contribute to the Bureau a great mass of valuable data from their respective localities, besides directing the attention of others in their immediate neighborhood to the work of the Bureau. I trust that this idea will commend itself to the Executive Committee, and that I may have the benefit of its cooperation in what seems to me to be a practical and valuable means of extending trade relations.

I have the pleasure of informing the Executive Committee that the Bureau, in pursuance to the committee's recommendation and through the good offices of the representatives of the Latin-American countries in the United States, and of the ministers accredited by the United States to those Republics, has obtained the valuable privilege of sending its mail matter for distribution

free in the Republics of Costa Rica, Ecuador, Guatemala, Haiti. Honduras, Nicaragua, and Venezuela. The importance to the Bureau of this concession was impressed upon me shortly after I took charge of its affairs, and I have to express my appreciation of the promptitude with which my request was acceded to by the various Republics. Previous to that time, Mexico was the only country in the International Union which had extended the privilege to the publications and correspondence of the Bureau. I trust that, in course of time, all of the members of the International Union will be included in this arrangement, which greatly economizes the outlay of the Bureau for miscellaneous expense.

One of the most encouraging of the evidences of the growing appreciation of the Bureau's work which have come to my attention has been the active interest shown by great organized trade bodies of the United States, such as the National Association of Manufacturers, the Philadelphia Museum, the export associations of New York, the Spanish Club of St. Louis, and others. These various organizations have, for some time, made special efforts to cultivate and develop trade relations between the United States and its southern neighbors. The Philadelphia Museum gave striking evidence of its liberality and enterprise in this direction in the tour of Latin-American business men through the United States last summer, which was the result of its special efforts, and the National Association of Manufacturers has recently taken a practical step of great importance in the establishment of a sample warehouse at Caracas. All of these organizations recognize the fact that this Bureau could be made a potent instrumentality, not of anticipating or superseding their work, but of assisting in intelligent and well-directed efforts. My conception of the mission of the Bureau is that of a broad agency for pointing out the way and removing obstacles to individual and corporate enterprises. The business features which have been introduced in the management of the Bureau have been only those which, it seemed to me, were useful to this end. It would be unfortunate, in my judgment, if the Bureau were to conflict unnecessarily in matters of detail with any organized agency for promoting trade. All such agencies, it seems to me, should be developed and encouraged, and I am confident that their interests will be best promoted by cooperation with the Bureau in its effor-

to infuse intelligence and energy into the general course of trade between the different countries. Whatever tends to the increase of the Bureau's resources and to improving its efficiency must, in the end, redound to the advantage of all who are endeavoring to obtain a larger share of the commerce among the various Republics. For the same reason, the Bureau is obviously interested in the various enterprises for holding expositions of the industries and commerce of the different members of the union, for establishing museums of manufactured goods and other products, for extending the agencies of commercial intelligence, and kindred undertakings.

In this connection, I wish to call particular attention to the Trans-Mississippi Exposition at Omaha during the coming summer, the Pan-American Exposition in 1899 in Buffalo, which appeals especially to the International Union for the most generous measure of support, and to the Paris Exposition in 1900, as well as to contemplated expositions in the various countries of the Union. In my judgment, the Bureau of the American Republics should be adequately represented at all of these expositions, and the necessity creates an additional reason for a large increase of the Bureau's resources. I respectfully commend this subject to the special attention of the Executive Committee, and would be glad to have a formal declaration of its approval of the policy indicated.

Another subject which has engaged my earnest attention, and which has interested me more and more as I have familiarized myself with the practical conditions of trade among the different countries of this Hemisphere, is the absolute necessity of efficient reciprocity agreements for the proper development of American trade among Americans. This subject, as the Executive Committee is aware, is receiving the attention of a Special Commissioner Plenipotentiary of the United States, and I sincerely trust that his labors will be fruitful of practical results for all the countries of the International Union. There can be no question, it seems to me, that the manufacturers of the United States are deeply anxious to conclude arrangements of this character which will enable them to dispose of their products among the Latin American countries, and that their influence will tend most powerfully toward such concessions as will secure those countries broader

outlets for their products in the United States. It seems to me to be my special duty to aid such a movement in every way in my power, and it is particularly gratifying to me to observe the many indications of a similar spirit, not only in the United States, but in the Republics with which it is associated in the International Union.

It is a source of deep regret to me that the condition of my health during the past six months has been such as to prevent me from carrying out the plans I had proposed for myself with the energy which my constant presence on the spot would have permitted me to exert. I trust, however, that none of the interests of the Bureau have suffered, but that, on the contrary, they will be found to have been substantially advanced. With restored health, it will be a source of great pleasure to me to resume my duties, with the consciousness of having earned your approval, and to feel that I may count upon your cooperation in enlarging the work of the Bureau and directing it into such channels as will lead it finally to the full fruition of the wise and liberal plans of the International Union at its creation.

Attached hereto is a statement of the receipts and expenditures of the Bureau to January 1, 1898. (Inclosure XXIV.)

With grateful acknowledgments to the honorable Chairman of the Executive Committee, and to the distinguished ministers composing it, for guidance and advice at various critical states of the Bureau's affairs during the past year,

I have the honor to be, your obedient servant,

JOSEPH P. SMITH,
*Director.**

[Inclosures.]

I–XX. Publications of the Bureau of the American Republics.
XXI. Letters commending the Commercial Directory.
XXII. Account of the presentation of the Commercial Directory to the President of the United States, with letter of transmittal, and letters from the Members of the Cabinet regarding it.
XXIII. Letters from business men in regard to advertisements in the MONTHLY BULLETIN.
XXIV. Receipts and expenditures of the Bureau.

These inclosures are omitted here on account of their length.

* Mr. SMITH was too ill when the above report was submitted to him to formally approve it. As previously explained, it was prepared in accordance with memoranda written by him.

ADVERTISEMENTS IN THE BULLETIN.

'he following circular letter, explanatory of the action of the ecutive Committee in terminating the contract with Mr. ARLES E. LOCKE, late advertising agent of the Bureau, has n sent to advertisers in the MONTHLY BULLETIN, organized le bodies, trade newspapers, prominent business men, etc.:

BUREAU OF THE AMERICAN REPUBLICS,
INTERNATIONAL UNION OF AMERICAN REPUBLICS,
Washington, U. S. A., March 5, 1898.

IR: You are informed that at a meeting of the Executive Committee of the ernational Union of American Republics, on the 28th of February, I was ointed Director of the Bureau of the American Republics for a period not xceed the fiscal year ending June 30, 1898, in order that the affairs of the eau might be reorganized. At this meeting I was instructed to terminate contract with Mr. CHARLES E. LOCKE for obtaining advertisements and sub-ptions to publications of the Bureau on commission, it having been found t this method of conducting the business of the Bureau entailed expenditures gely in excess of the returns, and also brought the Bureau into conflict with interests of the trade newspapers and publishing houses of the United States. The original purpose of the Executive Committee, which, as you know, is mposed of representatives of Latin American Republics as well as the United tes, was to obtain a revenue from advertisements, which would increase the fulness of the Bureau without entailing additional expense upon the Governnts interested.

It is believed that this purpose can be subserved without injury to private erests in this country, by continuing to accept advertisements for the MONTHLY LLETIN of the Bureau, and making that publication so valuable that it will rit the support not only of firms seeking markets in Latin American counes and of exporters in the latter who wish to sell their goods in the United ates, but of the trade newspapers and all other interests that would be bene-ed by an increase in the volume of Latin American trade.

The details of this feature of the Bureau's work have not yet been perfected, at in the meantime I respectfully request your careful consideration of the ubject, and would be glad to have the benefit of your support in my efforts to arry out what I personally know was the earnest wish of the late Director, Mr. JOSEPH P. SMITH, by putting the work of this Bureau upon a dignified and proper plane and making it an active agency for the promotion of trade among he American Republics.

Respectfully, yours,

FREDERIC EMORY,
Director.

TRADE RELATIONS IN AMERICA.—IX.*

INTERNAL RESOURCES OF CENTRAL AMERICA.

In the February number of the MONTHLY BULLETIN, the intern resources of Mexico were treated of. We are now to take up th resources of Central America, which is one of the three gre sections into which our Continent is divided. With a territori area almost equal to that of France, Central America has a pop lation less than that of Belgium, whose territory is much small than that of the Republic of Costa Rica. Endowed with th richest soil, supplying in abundance all the products of the tro ical zone, with an unrivaled geographical position, enjoying a mi and healthful climate, with an immense coast line on both ocean and with the prospect of an interoceanic canal across its territor Central America has a brilliant future before her, and she is de tined to become one of the grand emporiums for the commerce o the universe. The want of adequate means of communicatic between the five States has impeded, up to a certain point, th development of that beautiful land. But for the past few year activity has been noticeable in the construction of railroads, an although up to the present day, they are devoted to the interi traffic of each section, later on they will unite the sections and thu give a great impulse to industry, agriculture, and commerce.

The principal railroads in Central America at present are th following: In Guatemala, the Southern Railroad, which star from the port of San José, on the Pacific, passes through Escuint and terminates at the capital after traversing a distance of 75 mile the Western Railroad, 41 miles in length, which unites San Felip with the port of Champerico; a branch of the Southern Railroa connecting Escuintla and Patulul; a line from Iztapa to the static of Naranjo, on the Southern or Central Railroad, and a section o 129 miles of the Northern Railroad, from Puerto Barrios to Ranch de San Agustín. In Salvador, there is the line from the port Acajutla to the city of Santa Ana; that from Armenia to Ceib and that from Santa Tecla to the capital. Honduras has a railroa

* The first article of this series, by the late JOSEPH P. SMITH, Director, was publish in the MONTHLY BULLETIN for July, 1897. The series will be continued by various co tributors on the lines laid down by Mr. SMITH.

cting Puerto Cortéz with San Pedro Sula. In Nicaragua, is an excellent railroad line divided into two sections. The xtending from Corinto to Momotombo, on Lake Managua, a ce of 58 miles; the other, 32 miles in length, extends from da to the capital, situated on the shore of the same lake. nunication between this latter point and Momotombo is ained by means of small, but very commodious and well- ucted, steamers.

sta Rica has two railroads open to traffic; one running toward tlantic, the other toward the Pacific. The first is the more tant of the two, since it unites the capital with its port of n, the principal port of the Republic, and one of the best in al America. This line has a length of 117 miles, and termi- at Alajuela. The other line runs from Esparta to the port ntarenas, being only 14½ miles long. Among the railroads nder construction in Central America, the following ought mentioned: In Guatemala, the Northern Railway, between o Barrios and the capital of the Republic, a part of which is ly completed, as has been stated; in Salvador, a railroad from ort of Unión to the capital, which will have a length of more 200 kilometers (124 miles), passing the principal cities of the is now about completed. The section between Ceiba and Tecla is also being constructed. In Nicaragua, the work e railway from Masaya to Diriamba, traversing one of the ns of the country where coffee is best produced, is far ced. In Costa Rica, the construction of the railroad to the ic has been commenced.

e principal products of Central America are coffee, sugar, , indigo, corn, tobacco, rubber, hides, lumber, dyewoods, and e tropical fruits, among which the foremost is the banana. Central American coffee is famed in all the markets of the l. Its cultivation has developed marvelously of late years, ontinues on the increase, despite the fact that the price of the nodity has decreased considerably. In Guatemala and Costa the coffee crop represents the major part of the domestic pro- on. In the first-named Republic, in 1892, there were devoted cultivation of coffee something over 964 *caballerías* (about 44 acres), and the number of trees was at that time 64,186,922. yield in that year amounted to 36,999,464 pounds.

Coffee is the great product of Costa Rica, where it was first introduced in 1796, and the article produced in that country is of a superior quality, as is demonstrated by the high prices it has obtained in the markets of Europe, principally in England. The annual exports amount to nearly 40,000,000 pounds. At the Chicago Exposition, there were 75 exhibitors of Costa Rican coffee, of which 55 received awards, a proportion which none of the other countries which figured in that great exhibition succeeded in attaining. Coffee is produced in all the departments of the Republic of Salvador. On the uplands, in the interior of Honduras, the coffee produced is excellent in quality, and, although up to the present time the production has been limited, the indications all point to a notable increase in the near future. In a report addressed to the Department of State, under date of February 6, 1897, treating of the cultivation of coffee in Nicaragua, Minister BAKER expresses himself as follows:

"As going to illustrate the growth of this industry in that section. I note that when I came here four years ago there were but 28 Americans—men, women, and children; there are now in the colony 90 Americans. * * * In 1893, the number of coffee trees, but few in bearing, was reported to be less than 50,000; at this time the number exceeds 7,000,000. With a good season, it is estimated that the crop next year will, owing to the young trees coming into bearing, reach the amount of 4,000,000 pounds. The American capital represented about Matagalpa in 1893 did not exceed $50,000 (United States currency). At the present time, the investments in coffee culture of American companies aggregate $405,000, and individual investments $155,000, making a total of $560,000 (gold)."

According to data furnished by the Bureau of Statistics of the Treasury Department of the United States, the exports of coffee from Central America to this country were, in 1897, as follows:

From Costa Rica	$3,439,3
From Guatemala	1,862,5
From Honduras	847,2
From Nicaragua	1,262,7
From Salvador	1,112,5

All these amounts are in United States gold.

The cacao of Central America is deservedly renowned, and

: of Guatemala is the best in the world, but nearly all of it is sumed in the country; hence, it does not constitute an impor- : article of exportation. Cattle raising is one of the great ustries of Central America, and of all the five States, Hondu- is probably the one which combines the greatest advantages this occupation, although Guatemala and Nicaragua also offer n on a large scale. The Central American tobacco is as good hat of Mexico, and Salvadorean cigars enjoy a great and well- ·ited reputation. The plantain, or banana, is one of the most ›ortant products of Central America. It is one of the most ly cultivated plants and yields the largest returns with the htest efforts. The export of this article from various points of Central American coast on the Atlantic, has largely increased is growing year by year. The whole crop is shipped to the ited States, and there are steamship lines devoted almost exclu- ·ly to this trade.

Central America is one of the sections of the New World nest in minerals; gold, silver, iron, copper, lead, quicksilver, il, etc., are found almost everywhere. The exploitation of gold nes constitutes a great industry, many foreign companies being gaged therein. Honduras is perhaps the Central American untry which contains the largest number of mines, and its neral wealth is incalculable; but Guatemala, Nicaragua, and sta Rica also occupy a very prominent place by reason of their posits of gold and other metals. The working of these deposits s not yet reached a full state of development, and everything ems to indicate that what is known up to the present time of great metalliferous wealth of Central America will appear as ry meager when what is still to be disclosed shall have been d bare. To detail one by one the products of the privileged il of Central America would be an onerous task, but what is corded above demonstrates how rich is that land which inhab- d to-day by scarcely more than 3,000,000 of people, although could amply accommodate 30,000,000, yields, in proportion its population, as much as the most productive countries of globe.

The trade of the United States with the Central American untries has largely increased of late years. According to data

furnished by the Bureau of Statistics of the Treasury Department of the United States, the exports of the latter country to Central America during the fiscal year 1896–97 were as follows:

To Costa Rica	$1,292,709
To Guatemala	2,992,113
To Honduras	669,632
To Nicaragua	1,038,654
To Salvador	1,596,861

The imports into the United States from those countries during the same period were as follows:

From Costa Rica	$3,439,374
From Guatemala	1,862,589
From Honduras	847,230
From Nicaragua	1,262,701
From Salvador	1,112,534

Central America offers a vast field for the enterprising spirit of the American people. Its ports are in constant communication with those of the United States on the Atlantic and on the Pacific. The principal lines of navigation between this country and the Central American States are the Pacific Mail Steamship Company, whose steamers leave San Francisco, Cal., and touch at all the Pacific ports of Central America; the Atlas Line, whose steamers run to Limón, in Costa Rica, Puerto Barrios, in Guatemala, and to San Juan del Norte, in Nicaragua; the Panama Railroad Steamship Line, which makes regular trips between New York and Colón, in Colombia, and the vessels of which connect with those of the Pacific Mail plying between Panamá and Central American ports; the New York and Central American Steamship Company, plying between New York and Puerto Barrios; the New Orleans, Belize Royal Mail and Central American Steamship Company (Limited), running between New Orleans and Puerto Barrios; the Royal Mail Steamship Company, whose vessels run weekly from New Orleans to Puerto Cortéz, besides other lines.

Owing to its proximity to the United States, Central America must naturally, daily, more closely bind its commercial relations with this country, since the articles which the five States consume, being produced here as well or better than in Europe, there seems to exist no reason whatever for their seeking them on the farther

de of the Atlantic. If, up to this time, the trade of those coun-ies with the United States has not assumed the importance hich ought to characterize it, and will distinguish it at no very ıture day, this is due, in great part, to the fact that in some points f Central America the value of the industries of the United tates is not well appreciated. The manufacturers of this country ave, perhaps, not exerted themselves sufficiently in making nown their products to the Central American merchants, and it not strange, therefore, that the latter, accustomed for many ears to trade with Europe, still continue to do so on a consider-ble scale, notwithstanding the distance separating Central America om the markets of the Old World.

When a commercial current has once been established, to leviate it is a difficult task; and this can only be accomplished through great and constant efforts, which shall make patent to consumers the advantages which a new market offers over the old one. Moreover, trade being a question of interest and not of sentiment, reciprocity is indispensable to its development, for every country always seeks to supply its needs from that which in turn takes its products in exchange. The day when the Central American merchants shall become convinced that the articles they export can be sold more advantageously in the United States than in Europe, and that they can purchase in this country, at the same price and under like conditions, commodities as good as or even better than those they buy in France, England, and Germany, for example, all the Central American trade will be carried on with this country, for the reason that the distance which separates the Central American ports from the great industrial centers of Europe would render impossible the competition of the latter.

From New York to the port of Limón, in Costa Rica, is 2,025 miles, and from New Orleans to the same point only 1,340. From San Francisco to Puntarenas, Costa Rica, is 2,793 miles; and this being the most southern Central American Republic, it it is apparent that its ports are somewhat more distant from the United States than those of Guatemala, Salvador, Honduras, and Nicaragua. Nevertheless, compare these distances with those lying between the Atlantic coast of Central America and the Ports of England, France, and Germany, and the advantageous Position of the United States with respect to the Central Amer-

ican trade will be noticeable at once. The establishment of permanent exhibition of American manufactures in Centr America, like that which has been opened at the capital of Ver ezuela, would notably contribute to the object in view. Th sending of competent commercial travelers, acquainted with th country, its tastes, and language, who would demonstrate to th Central American people in a practical manner that the Unite States can furnish them all the articles now provided by Europ would also be of great utility.

But there is one point which can not be too strongly dwelt upor and that is the matter of credits, which are the basis of the trad between the Latin-American and the European nations. Unti the merchants of Central America obtain in the United States th same terms granted them in Europe for making payments th desired object will not be accomplished. And it were well thc this should always be borne in mind, for it is the starting point o the whole question. It is evident that, despite the obstacles it h encountered, the development of trade between the United Stat and Central America is daily becoming more noticeable; but United States markets were better known there; if the bankir facilities were greater; if the United States manufacturers wou exert themselves to cater to the special taste of the people, offeri them the articles to which they are accustomed; and, above all, they would sell at the prices that Europe offers them and unc identical conditions, the time when the merchants of the Unit States will control the trade from Guatemala to Costa Rica wi out encountering competition worthy of consideration will not long in coming.

Central America has always awakened great sympathy amo the people of the United States, and prominent statesmen, write and economists of this country have devoted special attention it. The great Republic can not be indifferent to the developme of nations to which it is bound by historical traditions as well political and commercial interests, a land for which, as we ha said above, the future holds so brilliant a promise. That portion the American continent which serves as a bond of union for th two great sections of the North and of the South has attracted t it the eyes of the world, and referring to it a distinguised America

traveller, E. G. SQUIER, more than forty years ago wrote these lines, which reveal his penetrating mind:

"The natural relations of Central America, as indicated by the physical facts already pointed out, are clearly with the Pacific and the States which now exist or may spring into existence upon that coast. To California and the greater part of Mexico, as also to some of the States of South America, it must come sooner or later to sustain a position corresponding with that which the West Indies have held toward the United States and Europe, with the important addition of being an established route of travel, and perhaps ultimately of commerce between the Eastern and Western Hemispheres. Its destiny is plainly written in the outlines of its coast, and it is printed on its surface not less than demonstrated by its geographical position."

A. Guzmán

ARGENTINA—PERU.

OPPORTUNITIES FOR TRADE BETWEEN THE TWO REPUBLICS.

Señor GUESALGA, Minister of the Argentine Republic to Peru, has recently written an extended article on the subject of commerce between his country and Peru, setting forth the great possibilities and opportunities which exist for the development of a large intertrade. He makes the remarkable statement that at present there is not one dollar's worth of commerce between Peru and the Argentine Republic. Peru produces and manufactures petroleum and salt on a large scale. It also produces wines, etc. In consequence of the increase of the import duty imposed on various Argentine products by the present United States tariff, and a corresponding advance in the Argentine tariff on petroleum from the United States, Señor GUESALGA argues that this is a pro-

pitious time for the introduction of the Peruvian article into his country.

According to statistics, the importation of petroleum into the Argentine Republic figures for about $905,000 (gold) annually. The production of salt in Peru, which is a Government monopoly, is also of great importance. The Argentine Republic imports from Europe, annually, salt to the amount of $400,000, gold. Spain alone imported into the Republic in 1895, 635,235 hectoliters, valued at $380,000, gold.

There are two lines of steamers plying regularly between Callao and Buenos Ayres—the "Kosmos" (German) and the Pacific Steam Navigation Company (British), whose rates of freight are relatively low.

Señor GUESALGA advocates, in his article, a commercial treaty between the two countries, under which Argentine wheat and flour might be admitted into Peru free of duty, with a reciprocal clause applicable to Peruvian petroleum and salt.

Peru imports wheat from Chile, New Zealand, and California, the consumption amounting annually to about 70,000,000 kilograms. The Argentine live stock, jerked meat, etc., could also go to Peru.

The present production of petroleum in Peru is approximately 500,000 barrels, of 160 liters (42 gallons) each, annually, drawn from forty-four wells.

The exportation of salt is very considerable. For the first nine months of 1896 it was—

	Tons.
Colombia	15,000
Chile	55,000
Ecuador	13,800
Total	83,800
Domestic consumption	78,145
Industrial consumption	7,000
Total	168,945

The production of wheat in the Argentine Republic for the five years ending 1895 is given below:

	Tons.
1891	395,555
1892	470,110
1893	1,108,137
1894	1,608,249
1895	1,010,269

BRAZIL.

RAILWAY MILEAGE AND CONSTRUCTION.*

The Department of State has received from Mr. FRANK D. HILL, United States Consul at Santos, under date of 20th December, 1897, a general report on the railways of Brazil, their mileage, gauge, equipment, etc. The following facts, taken from the report, are published as being of general interest.

The railways open to traffic and under construction on December 31, 1896, were:

Railways.	Open to traffic.		In course of construction.	
	Kilometers.	*Miles.*	*Kilometers.*	*Miles.*
Federal Government lines	3,190	1,982	.....	.....
Subventioned lines (subject to Government inspection)	3,912	2,430	5,953	3,699
Lines not subventioned	1,593	990	619	384
Lines operated by the State	5,246	3,260	1,416	880
Total	13,941	8,662	7,988	4,963

Of the first class, or railways belonging to the Federal Government, the total extension of 3,190 kilometers (1,982 miles) represents an effective capital of 324,733,121 milreis ($45,462,637), divided as follows:

Lines.	Mileage open to traffic.		Capital.	
	Kilometers.	*Miles.*	*Milreis.*	
Central of Brazil	1,217	756	178,978,486	$25,056,988
Sobral	215	134	9,323,328	1,306,526
Baturité	267	166	14,387,941	2,014,876
São Francisco	451	280	20,410,045	2,857,406
Central of Pernambuco	179	112	32,520,352	4,692,285
Paulo Affonso	116	72	6,821,449	955,003
Porto Alegre to Uruguay	458	285	27,432,449	3,840,543
Rio de Oro	87	54	2,465,020	345,103
Unaccounted for by the consul	200	124	31,385,051	4,393,907
Total	3,190	1,982	324,733,121	45,462,637

The railways subventioned by Federal Government are: Barão de Araruama, Caxias a Cajazerias, do Conde d'Eu, de Minas e Rio, Mogyana, Norte do Brazil, do Norte, Ouro Preto a Peçanha, Peçanha, ao Araxá, Petrolina ao

*In this report, the paper milreis is valued at 14 cents in United States currency. The kilometer is equivalent to 0.6214 mile.

Piauhy, Cruzeiro a Santo Cruz, Rio Grande a Bagé, Cachoeiro de Itaperim, d Santos a Jundiahy, Sorocobana e Ituana, Taubaté ao Amparo, do Tijuc Victoria a Peçanha.

Estrada de Alcabaça á Praia Rainha (*Alcabaça-Praia Rainha Railroad*).- Total extension, 184 kilometers (114 miles); enjoys a 6 per cent guaranty on maximum of 30,000 milreis ($4,200) per kilometer.

Estrada de Ferro Caxias ao Araguaya (*Caxias-Arraguay Railroad*).- Length, 183 kilometers (113 miles); projected mileage, 567 kilometers (35 miles); total, 750 kilometers (466 miles); same guaranty as the previous line.

Estrada de Ferro Caxiasa São Juré de Cayazeiras (*Caxias-São Juré Cay zeiras Railroad*).—Open to traffic, 78 kilometers (48 miles); same guaranty the two preceding lines.

Estrada de Ferro Petralina ao Piauhy (*Petralina Piauhy Railroad*).- Length, 102 kilometers (63 miles); projected extension, 898 kilometers (5 miles); guaranty similar to preceding lines.

Estrada de Ferro Natal a Nova Cruz (*Natal-Nova Cruz Railroad.*)- Open to traffic, 121 kilometers (75 miles); guaranty, 7 per cent on a capital 5,496,053 milreis ($769,447).

Estrada de Ferro Conde d'Eu (*Conde d'Eu Railroad*).—Open to traffic, 1 kilometers (88 miles); enjoys a guaranty of 74 per cent on a capital of 6,000,0 milreis, gold ($3,270,000), and 6 per cent on £69,273 ($337,083).

Estrada de Ferro Nazareth ao Crato (*Nazareth-Crato Railroad*).—Leng with studies approved, 120 kilometers (74 miles); extension studied (bran Bom Jardin), 69 kilometers (42 miles); to be studied (approximate), 461 ki meters (287 miles); total, 650 kilometers (404 miles); guaranty, 6 per cent a capital of 30,000 milreis ($4,200) per kilometer.

Estrada de Ferro Recife ao Limoeiro (*Recife-Limoeira Railroad*).—Op to traffic, 83 kilometers (52 miles); from Carpina to Nazareth, 13 kilomet (8 miles); from Nazareth to Timbanba, 45 kilometers (28 miles); total, 1 kilometers (88 miles).

Estrada de Ferro Recife ao São Francisco (*Recife-São Francisco Ra road*).—Open to traffic, 125 kilometers (78 miles); enjoys a guaranty of 7 p cent on a capital of 7,111,111 milreis ($995,555), and 5 per cent on a capi of 4,316,978 milreis ($604,377).

Estrada de Ferro Ribeirão ao Bointo (*Ribeirão-Bointo Railroad*).—Open traffic, 26 kilometers (16 miles); extension under construction, with studi approved, 35 kilometers (22 miles); total, 61 kilometers (38 miles); enjoys guaranty of 6 per cent on a capital of 30,000 milreis ($4,200) per kilometer.

Estrada de Ferro Tamandaré a Barra (*Tamandaré-Barra Railroad*).- Extension, with studies approved, 136 kilometers (85 miles), from Tamanda a Barra de Jangada; from Barra Velha to Palmares, 33 kilometers (20⅝ mile to be studied, 112 kilometers (70 miles).

Estrada de Ferro Central de Alagoas (*Central Alagoas Railroad*).—Op to traffic, 88 kilometers (55 miles), principal line, and Assembléa branch, kilometers (39 miles); enjoys a guaranty of 7 per cent on a capital of 4,553,0 milreis gold ($2,385,938), and 6 per cent on 1,860,000 milreis paper ($260,40

Estrada de Ferro Central Alagoana (*Central Alagoana Railroad*).—Open to traffic, with studies approved, 194 kilometers (121 miles); to be studied, 401 kilometers (249 miles); total, 595 kilometers (370 miles); enjoys a guaranty of 6 per cent on a capital of 30,000 milreis ($4,200) per kilometer.

Estrada de Ferro Aracáju a Simão Dias (*Aracáju-Simão Dias Railroad*).—Extension, under construction, 86 kilometers (53 miles); studied, or under study, 108 kilometers (67.1 miles); total, 194 kilometers (120 miles); enjoys a guaranty of 6 per cent on a capital of 30,000 milreis ($4,200) per kilometer.

Estrada de Ferro Bahia a Alagoinhas (*Bahia-Alagoinhas Railroad*).—Open to traffic, 123 kilometers (76 miles); enjoys a guaranty of 6 per cent on a capital of 30,000 milreis ($4,200) per kilometer. Timbo branch: Open to traffic, 83 kilometers (52 miles); enjoys a guaranty of 6 per cent on a capital of 2,650,000 milreis gold ($1,446,900).

Estrada do Ferro Central do Bahia (*Bahia Central Railroad*).—Open to traffic, 312 kilometers (194 miles); studied, 300 kilometers (186 miles); total, 613 kilometers (380 miles); enjoys a guaranty of 7 per cent on a capital of 13,000 milreis gold ($7,098) per kilometer on the line open to traffic, and 6 per cent paper on the line studied, up to 30,000 milreis ($4,200) per kilometer.

Tram Road, Nazareth.—Open to traffic, state concession, 34 kilometers (21 miles); federal concession, 65 kilometers (40 miles); total, 99 kilometers (61 miles).

Estrada de Ferro Victoria a Peçanha (*Victoria-Peçanha Railroad*).—Length, under construction, 84 kilometers (52 miles); with studies, approved, 423 kilometers (263 miles); total, 507 kilometers (315 miles). Enjoys a guaranty of 6 per cent on a capital of 30,000 milreis ($4,200) per kilometer.

Estrada de Ferro São Eduardo ao Cachoeira do Itapemirim (*São Eduardo-Cachoeira do Itapemirim Railroad.*)—Open to traffic, 39 kilometers (24 miles); under construction, 51 kilometers (32 miles); total, 90 kilometers (56 miles).

Estrada de Ferro do Carangola (*Carangola Railroad*).—Open to traffic, 224 kilometers (139 miles). Enjoys a guaranty of 7 per cent on a capital of 6,000,000 milreis, 3,700,000 thereof being gold ($2,342,000).

Estrada de Ferro Barão de Araruama (*Barão de Araruama Railroad*).—Length, 46 kilometers (29 miles); under construction, 6 kilometers (3.7 miles); total, 52 kilometers (32 miles); enjoys a guaranty of 30,000 milreis ($4,200) per kilometer.

Estrada de Ferro Central de Macahé (*Macahé Central Railroad*).—Open to traffic, 43 kilometers (27 miles); under construction, 15 kilometers (9 miles); total, 57 kilometers (36 miles); enjoys a guaranty of 6 per cent on a capital of 30,000 milreis ($4,200) per kilometer.

Estrado de Ferro do Norte (*Northern Railway*).—Open to traffic, 45 kilometers (28 miles); to be studied, 75 kilometers (47 miles); total, 120 kilometers (75 miles); does not enjoy a guaranty.

Estrado de Ferro São Francisco Xavier ao Commercio (*São Francisco Xavier-Commercio Railroad*).—Open to traffic, 16 kilometers (10 miles). Sapapemha branch, 3 kilometers (1.9 miles); under construction, 49 kilometers (30 miles); total, 68 kilometers (41.9 miles); no guaranty. The gauge is 1 meter (39 inches).

Estrada de Ferro Leopoldina (*Leopoldina Railroad*).—Open to traffic, 381 kilometers (248 miles); no guaranty.

Estrada de Ferro Peçanha ao Aroxá (*Peçanha-Aroxá Railroad*).—Length, with studies approved, 887 kilometers (551 miles); guaranty, 6 per cent on 30,000 milreis ($4,200) per kilometer.

Estrada de Ferro Barra Mausa a Catalão (*Barra Mausa–Catalão Railway*).—Length, 122 kilometers (76 miles); under construction, 528 kilometers (328 miles); under study, 791 kilometers (492 miles); guaranty, 6 per cent on 30,000 milreis ($4,200) per kilometer.

Estrada de Ferro Minas e Rio (*Minas and Rio Railroad*).—Open to traffic, 170 kilometers (106 miles); guarantv, 7 per cent on a capital of 15,495,253 milreis ($2,169,335).

Estrada de Ferro Muzambinho (*Muzambinho Railroad*).—Open to traffic, 57 kilometers (31½ miles); no guaranty; concessionaire, a Companhia Estrada de Ferro Muzambinho (Muzambinho Railway Company); the Campanha branch of this line has 86 kilometers (53½ miles) open to traffic, on which there is a guaranty of 4 per cent; capital, 2,509,500 milreis ($351,330).

Estrada de Ferro Santos a Jundiahy (*Santos–Jundiahy Railroad*).—Open to traffic, 139 kilometers (86 miles); renounced its guaranty in 1889. The detailed account of receipts and expenditures were for first six months of 1896:

Receipts.

From—	Amount.	
	Milreis.	
Passengers	1,220,452	$170,863
Baggage and express	283,165	39,642
Animals on passenger trains	19,243	2,694
Animals on freight trains	6,284	879
Merchandise	5,920,016	828,802
Telegraph	37,284	5,317
Storage and fines	27,802	3,893
Sundries	140,968	19,736
Difference in exchange	174,569	24,440
Total	7,830,477	1,096,267

Expenditures.

For—	Amount.	
	Milreis.	
Superintendence	48,322	$6,768
Taxes	31,031	4,344
Accounting head office	32,852	4,599
Traffic	1,402,760	196,386
Traction	1,490,072	208,611
Rolling stock	401,101	56,154
Telegraph	87,748	12,285
Repairs on line	695,249	97,335
Central bureau of accounts	21,162	2,962
Sundries	115,996	16,240
Total	4,326,313	605,684

Receipts and expenditures for second six months of 1896 are detailed as follows:

Receipts.

From—	Amount.	
	Milreis	
Passengers	1,363,292	$190,861
Baggage and express	320,519	44,873
Animals on passenger trains	17,991	2,519
Animals on freight trains	4,978	697
Merchandise	10,402,344	1,456,469
Telegraph	39,913	5,587
Storage and fines	34,072	4,770
Sundries	79,426	11,119
Total	12,262,535	1,716,895

Expenditures.

For—	Amount.	
	Milreis.	
Superintendence	50,188	$7,026
Office expenses	40,235	5,633
Taxes	33,815	4,734
Traffic	1,735,928	243,130
Traction	1,702,067	238,289
Rolling stock	424,105	59,375
Telegraph	93,903	13,147
Repairs on line	1,129,493	158,129
Central bureau of accounts	22,173	3,104
Sundries	69,566	9,739
Difference in exchange	345,927	48,302
Total	5,647,700	790,608

Estrada de Ferro Mogyana (*Mogyana Railroad*).—This is the other great coffee-carrying road of the State of São Paulo. Open to traffic, 194 kilometers (121 miles); Caldas branch, 77 kilometers (48 miles); guaranty, 6 per cent on a capital of 4,300,000 milreis, gold, ($2,347,800), and 1,853,885 milreis, paper, ($259,540). Details of receipts and expenditures in 1896 were as follows:

Receipts.

From—	Amount.	
	Milreis.	
Passengers	616,274	$86,279
Baggage and express	114,967	16,095
Animals on passenger trains	19,435	2,721
Telegraph	19,401	2,716
Merchandise	1,286,573	180,121
Animals on freight trains	7,960	1,114
Storage	6,258	876
Imposts	14,258	1,196
Sundries	13,229	1,852
Total	2,098,355	293,770

Expenditures.

For—	Amount.	
	Milreis.	
Central office	43, 746	$6, 12
Traffic	226, 262	31, 67
Traction	810, 628	113, 48
Telegraph	44, 225	6, 1
Permanent way	586, 294	82, 0
Sundries	12, 161	1, 7
Total	1, 723, 316	241. 2

Estrada de Ferro Sarocahana (*Sarocahana Railroad*).—Open to traffi main line, 113 kilometers (70 miles); Itararé branch, 43 kilometers (27 miles) guaranty, 6 per cent on a capital of 30,000 milreis ($4,200) per kilomet on the line from Botucatú to Tibagy and the Itararé branch; the prolongatio to Santos enjoys no guaranty.

Estrada de Ferro Uheraho ao Coxim (*Uheraha-Coxim Railroad*).—Lengt with studies approved, 103 kilometers (64 miles); to be studied, 897 kilomet (556 miles); total, 1,000 kilometers (620 miles); guaranty, 6 per cent 30,000 milreis ($4,200) per kilometer.

Estrado de Catalão a Palmas (*Catalão-Palmas Railroad*).—Length, appro mate, 800 kilometers (497 miles); studies approved, 100 kilometers (62 mile to be studied, 700 kilometers (445 miles); guaranty, 6 per cent on 30,000 m reis ($4,200) per kilometer.

Estrada de Ferro do Paraná (*Paraná Railway*).—Open to traffic (Para guá to Curitiba), 111 kilometers (69 miles); prolongation and branches, 3 kilometers (189 miles); total, 417 kilometers (258 miles). This is a prosper road, there having been large annual profits since 1891.

Estrada de Ferro Santa Maria a Cruz Alta (*Santa Maria-Cruz Alta Rail road*).—Open to traffic, 161 kilometers (100 miles); guaranty, 5 per cent o a capital of 4,828,035 milreis ($675,925); receipts, 383,378 milreis ($53,673); expenditures, 366,274 milreis ($51,278); profits, 17,104 milreis ($2,395).

Estrada de Ferro Santa Maria ao Uruguay (*Santa Maria-Uruguay Rail road*).—Part under construction, Cruz Alta ao Uruguay (Cruz Alta to Uruguay), 381 kilometers (237 miles); Ijuhy branch, 293 kilometers (182 miles); guaranty, 6 per cent on 30,000 milreis ($4,200) per kilometer.

Estrada de Ferro Quarahim a Itaqui (*Quarahim-Itaqui Railroad*).—Ope to traffic, 176 kilometers (110 miles); guaranty, 6 per cent on capital o 6,000,000 milreis ($840,000).

Estrada de Ferro Rio Grande a Bagé (*Rio Grande-Bagé Railroad*).—Ope to traffic, 283 kilometers (176 miles); guaranty, 7 per cent on capital o 13,521,453 milreis ($1,893,003).

Estrada de Ferro São Paulo-Rio Grande (*São Paulo-Rio Grande Railroad*).— Length, with studies approved, 1,092 kilometers (678½ miles); to be studied 775 kilometers (482 miles); total, 1,867 kilometers (1,160½ miles); guaranty 6 per cent on 30,000 milreis ($4,200) per kilometer.

strada de Ferro Minas de São Jeronymo (*São Jeronymo Mines Rail-l*).—Under construction, 40 kilometers (25 miles); studies approved, 149 meters (92¾ miles); studied, 375 kilometers (233 miles); total, 564 kilo-ers (350¾ miles).

strado de Ferro Pelotas ao Colonias São Laurenço (*Pelotas-São Lourenço nies Railroad*).—Extension, with studies approved, 154 kilometers (96 s); guaranty, 6 per cent on 30,000 milreis ($4,200) per kilometer.

THE POTTERY INDUSTRY.

For a great many years it has been known that the argilliferous th of the State of São Paulo affords a clay rich in possibilities developing the pottery industry on a very extended scale. iny efforts in this direction have been made, but as a rule they ve met with limited success; the failure, or partial failure, of se undertakings is attributable mainly to the lack of skilled rkmen and managers. The attempts made in the direction of king bricks for paving, houses, etc., have met with better results, l to-day there may be seen near the suburbs of São Paulo and ewhere in the country numerous brickkilns conducted on a all scale, these establishments being devoted to brickmaking, manufacture of tiles, and glazed paving stones. Fine pottery not been attempted as yet. It is thought, however, that with per mechanical appliances and skilled labor this industry might developed very profitably.

The "Moniteur Official du Commerce," of Paris, says:

Owing to the backward condition of this manufacture, the State Government, ile desiring to encourage the national industry, has found it necessary to port lead pipe to be used in the sewers and the waterworks, although earth-vare piping, were it available, would be at least 50 per cent cheaper, and m a hygienic point of view, much more desirable.

So long as home production of glazed stone pipe, tiles, and ick remains in its undeveloped state the market is quite impor-t. The official report on this subject figures it to be 150 tons glazed stone pipe per annum, besides a large variety of articles similar manufacture. In addition, about 2,000,000,000 bricks paving purposes and 200,000 tiles, representing in the aggre-te 7,000 tons, are required annually.

STATISTICS OF CENTRAL AMERICA.

In the February BULLETIN, page 1310, the following wor appear: "Of the Central American States, Nicaragua is the on one whose statistics are precise and authentic." This sentence, it was printed, appeared to be a statement of the Bureau, but w in reality, a quotation from a newspaper, which was inadvertent inserted in an article on the production of gold in the seve Republics of the American Continent. The error is regrette inasmuch as it reflects upon the statistical offices of the other Ce tral American Republics, which have shown great industry a care in the collection of such data. The Bureau appreciates t fact that care should be exercised in avoiding such reflections, the appearance, even, of preference for any particular country the International Union.

COSTA RICA.

REFORM OF THE MONETARY SYSTEM.

[Extracts from various official documents.]

In the memorial presented to the Constitutional Congress o Costa Rica by Señor Don RICARDO MONTEALEGRE, Secretary o Finance and Commerce, on June 17, 1895, in an extensive revie of the financial situation in the country, are set forth the cause that brought about the difficulties which beset the Public Treasur in 1882, assigning among these the perplexities and injuries flowin from the loans of 1871 and 1872, and the Republic's deprivatio for ten consecutive years of the aid of a great part of the publi revenues which was appropriated to the construction of the Atlanti Railroad. The document explains how, under the circumstance the Government, desiring to guarantee the redemption of t national notes then in circulation, which caused the withdrawal gold coin which in Costa Rica had always been the ordinary circ lating medium, concluded a contract with the Banco de la Unió on the 21st of October, 1884, through which sole fiduciary circ lation, or the exclusive issue of the bank's notes, was establishe The document further shows that the effect of this transaction— increasing credit without guaranteeing it—was to cause the fir outflow of gold.

Pursuant to the contract the issue of the bank's bills in 1891 ached $3,257,400, and, naturally, in the same proportion as this ;ue increased the rate of international exchange advanced; and, was the case with gold (of which the amount in circulation in 880 had reached $2,500,000, and had all disappeared), silver egan an outward movement.

Subsequently came the great fall of silver in foreign markets, nd with it the normal rate of exchange disappeared. In Costa Rica, where in the years antedating 1882 the rate had never exceeded 19 per cent limit of the difference between the value of he national and foreign gold, and frequently reached the minimum f 5 per cent, it kept going up at an alarming pace. In 1891 it ose in the short space of two and one-half months from 64 to 115 per cent; during the succeeding fifteen days it went down o 84 per cent only to rise again in a like period to 100 per cent, nd to fluctuate three months later between 89 and 116 per cent. n January, 1892, it was 96 per cent; in July of the same year, 10 per cent, and thirty days later, 156 per cent.

In view of the violent fluctuations, which have been the cause f losses to commerce and of instability in all the business of the ountry, the Government, deeply interested in everything which n one way or another will prevent or deter the greatest develop- nent in the production of the country, after carefully studying the auses that may influence the same, has more especially directed ts attention to the nature of the circulating medium, since money, s the representative of capital, jointly with property and labor, nakes up the generative and permanent elements of wealth.

Since 1894, the first year of the present administration, Don RAFAEL YGLESIAS, President of the Republic, in his message upon assuming possession of his high charge, made a conclusive decla- ation of his ideas in this respect, stating his purpose to proceed o the establishing of a metallic money having conditions supe- or to the existing currency. To this end this reform, being a rt of a general plan tending to the betterment of the national onomy and public administration, has been gradually maturing ce that year. With this object in view, together with other ovisions of far-reaching importance related to the new arrange- ent of the foreign debt,* satisfactorily terminated—to the alien-

* Published in the MONTHLY BULLETIN for May, 1897.

ation of public lands; to the abolition of the rum, tobacco, a other monopolies—the reduction of the internal debt was und taken; and it is worthy of note that this operation was carri into effect with an expenditure of $2,000,000, approximately, amount taken by the Government from its revenues without pr udice to the good administrative service, and maintaining t flourishing state of public instruction; without limiting the cc struction of roads and other important works, and without in a wise using the public credit, or having recourse to the establi ment of new, or the increasing of existing, duties.

As an illustration of the present condition of the natior finances it would not be out of place to record here, furth more, that, notwithstanding in Costa Rica the public charges a lower than in any of the other neighboring countries, the ordina receipts of the National Treasury in the fiscal year 1896– amounted to $7,435,610.78, silver, exceeding those of the p vious year by $851,102.02, and exceeding the estimates $538,226.14. The total expenditures amounted to $6,697,326. leaving a surplus of $738,284.27, which, added to that of t previous year and to other existing balances, makes $1,270,0 the amount to the credit of the Department of Finance on Mai 31 of last year. The internal public debt on that date v reduced to $1,116,784.18, the national notes were withdrawn, a the debt existing for many years in favor of the Banco de Co Rica, formerly Banco de la Unión, was finally canceled.

On the other hand, the trade movement of the Republic is sat factory. According to a report of the National Bureau of St tistics, the value in gold of the exports for the years from 1883 1893, which value is calculated at the respective rates of exchang was $62,751,676, and that of the imports was $56,185,769, lea ing a surplus of $6,565,907, in American gold, in favor of th enterprising country. The statistics for the succeeding years a as follows:

Year.	Imports, in American gold.	Exports, in American gol
1894	$4, 113, 223. 66	$5, 033, 113.
1895	3, 851, 460. 34	5, 188, 401.
1896	4, 748, 812. 62	5, 597, 727.
Total	12, 713, 496. 62	15, 819, 241.

This shows that the exports during the last three years have exceeded the imports by $3,105,745.31, figures which show not only that the balance of trade is decidedly in favor of Costa Rica, but also the stable and progressive development of the production of the country, and at the same time that there exists a commendable prudence in the transaction of business.

Coffee is the principal article of export, without, however, overlooking the encouragement of other branches of trade, and it is a well-known fact that Costa Rican coffee is sought as among the best in the world, as may be seen in the commercial reviews of the principal markets of the bean. For example, the prominent house of Messrs. CHALMERS, GUTHRIE & Co., of London, with offices established in Guatemala and Bogotá, has during the last four months quoted "fair and fine" coffee at the following prices per hundredweight:

Origin.	Nov. 30, 1897.	Dec. 14, 1897.	Jan. 11, 1898.	Feb. 8, 1898.
	s. *s.* *d.*	*s.* *s.* *d.*	*s.* *d.* *s.* *d.*	*s.* *s.* *d.*
Costa Rica....	83 to 108 0	82 to 105 0	84 0 to 106 0	88 to 114 6
Guatemala....	79 to 100 0	79 to 100 0	79 0 to 100 0	81 to 102 0
Colombia and Venezuela ..	70 to 102 6	70 to 102 6	73 6 to 102 6	73 to 102 6

The price of the inferior classes of Costa Rican coffee has not reached a lower figure than from 50s. to 76s. 6d. per hundredweight, while the cost of production during the last year has been, approximately, 40s. in silver, enjoying also special facilities of land and sea communication and corresponding cheapness in freight rates.

The cultivation of coffee has increased in proportion to the natural development of the country, and there is a large number of new plantations which will soon be producing. The export of bananas and other fruits is increasing considerably, and that of lumber was much larger during the last year than formerly. The mining industry, moreover, is now being greatly developed.

In the next report, presented to Congress on June 15, 1896, the same official develops the plan adopted by the Government for the revision of the monetary system and upholds the principles upon which it is based, resting on the considerations following: The character of the circulating medium has a decisive influence on the financial movement in general. Money, as the representative

medium of value, forces itself into all transactions and at the s time constitutes the most stable guaranty of capital and labor. function, the most important that it discharges, requires that it sh have a fixed value, which shall protect it from a possible depr tion and permit it to assume a permanent part in international (ations necessary for the well-being and advancement of the cou It is not, therefore, possible to assume stability in individual ca or solidity in public wealth when this most important agent w governs them loses some of the characteristics attributable to i the well-understood reason for its creation. If money is to ha fixed value, it is necessary that this should grow out of its own (acter, so that it may develop its purchasing power, since any dep ation in it has a reflex action over whatever is subordinated the and if this depreciation is exposed to constant fluctuations, the mal condition of business disappears and all branches of it are de affected by the violent disturbances which succeed each o This is an inconvenience under which silver money now suf while gold money, on the contrary, maintains itself as the bas the monetary system of the most important commercial nat and which those nations lacking it endeavor to adopt, for reason that it is nowadays the only medium of exchange ha a fixed value.

It happened that coincidently with the plan of reform b(mentioned, it was intended to immediately import large sum foreign silver coin, and for this reason Congress, by decree of Ju of the same year, prohibited the coining of national silver mo and declared all foreign coins of the same metal not legal te in the country, providing at the same time the manner in w silver coins then in circulation should be redeemed.

The Government, then, having resolved to undertake reform, a new contract was entered into with the Banco de C Rica, the principal object of this negotiation being to gradu supersede the bank note by another note having an exclusi national character, issued at par, and guaranteed by an e amount of gold coin, or rather by gold certificates, by reaso which the bank relinquished the privilege of exclusive issue.

The monetary law* enacted pursuant to this plan establ

* Published in the MONTHLY BULLETIN of the Bureau for November, 1896, an(special edition from the same Bureau.

the gold *colon* as the monetary unit and fixes the relation of value between it and the present national silver dollar, estimated with relation to the state of the public treasury, based upon the amount of the circulating medium to the average rate of international exchange for several years, and to the latest average of the value of silver with relation to gold in the same period. In this way (the parity of value between the bank note and the gold certificate being also established by the same fact) all possible disturbances in existing obligations and interests of any kind, and in the present value of all articles, have been avoided.

The issue of certificates, on the other hand, is obligatory, because it would not be possible to maintain gold coin in circulation while the amount of bills issued by the bank is greater, and as in order to retire the latter it is indispensable to supply their absence from circulation, so as to avoid the difficulties which would ensue through the diminution in the circulating medium, the gold certificates would at the same time effectively meet this necessity.

The bank having been authorized to issue bills to the amount of $5,000,000, and having at present in circulation $4,000,000, in round numbers, the first issue, according to the contract, is to be reduced in proportion to the amounts of national gold coin struck off, and of the second issue there shall be withdrawn from circulation 90 per cent of the sums of the same coin that the Government may deposit in the bank; and the Government will issue gold certificates payable to bearer to an amount equal to the bank bills withdrawn. These certificates shall be signed jointly by the Secretary of Finance and the director of the bank, and shall be redeemed on presentation in national gold on December 31, 1900, or before, whenever the Government may so provide; provided that the amount of gold coin deposited shall not be less than 2,500,000 *colones;* and meanwhile the bank shall exchange the certificates for silver as though they were its own notes.

The period fixed to carry out this measure terminates in 1902; but the Government has reserved the right to make the coinage in a shorter time in order to accumulate the necessary amount of gold coin in the shortest possible time, and to this end it already has deposited in the bank 1,000,000 *colones* in gold, the value of the first two coinages, and has placed the national mint in better condition to continue this operation without delay.

These are, in short, the principal points of this important reform.

BANKS.

One of the conditions pursuant to which the Banco de Costa Rica has relinquished the privilege of exclusive issue is the following:

That the general law to be enacted for the establishment of free issue shall, among the principal conditions authorizing the same, make the following provisions:

No bank having a capital of less than 1,000,000 *colones* shall be authorized to make issues.

Banks desiring to become banks of issue shall have their capital in national gold coin.

Bills shall be exchanged for national gold.

The issue of bills shall not exceed 65 per cent of the paid-up capital.

As a guarantee fund for the issue a reserve in national gold of not less than 40 per cent of the value of the bills issued is obligatory.

An official examiner shall see to it that prior to the issue all the provisions of the law are complied with, and shall see that the bank acts always within the limits of its authority.

The condition of every bank of issue shall be published monthly.

HONDURAS.

At the opening of the Congress of Honduras, in regular session, President POLICARPO BONILLA delivered the address usual on such occasions. He referred to the fact that, in accordance with the terms of the Treaty of Union, celebrated at Amapala in June, 1895, all matters pertaining to the relations of his country with foreign governments had passed into the control of the Diet of the Greater Republic of Central America. The relations existing between the three States composing the new union are stated to be harmonious and satisfactory, and the patriotic hope is expressed that the current year will see the restoration of the compact embracing the five Republics of Central America under the former federation, known as the Republic of Central America.

MARTINIQUE.

PROHIBITION OF COLORED MARGARINE.

Under date of December 3, 1897, Consul TUCKER advises the Department of State, from Martinique, that much inconvenience has been caused by the continued arrival in that island of colored oleomargarine from the United States, the introduction of which is prohibited by law. In order that shippers may in future avoid trouble and expense, Consul TUCKER draws attention to the following points of the law bearing upon the subject, which must be strictly complied with:

(1) Oleomargarine will be accepted if it does not contain more than 10 per cent of butter.

(2) Oleomargarine must be white, or nearly so—that is, it must not contain a single particle of foreign coloring matter, such as saffron, etc.

(3) The cases must show on their four sides, in plain letters, the word "oleomargarine." The cans must bear the word stenciled or printed on their surface and have a pasted label showing the exact analysis of the oleomargarine therein contained.

The consul desires to emphasize the fact that invoices should give the composition of the goods according to the following provision of the law:

In the retail trade the margarine or oleomargarine must be delivered in the form of a cube and with a stamp on one of its faces, either "margarine" or "oleomargarine," and wrapped in an envelope bearing in conspicuous and indelible characters the same designation, as well as the name and address of the dealer.

MEXICO.

INSTRUCTIONS FOR SHIPPING GOODS.

The following general instructions relative to the proper marking and packing of merchandise destined for exportation to Mexico are taken from custom-house regulations. By observing them, much inconvenience and delay will be saved at the ports of entry:

I. The cases of merchandise should bear but one mark and one number. In order to facilitate identification, the name and address of the manufacturer,

marked uniformly upon the original cases, are permitted. Infractions of this regulation are punished by a tax of $1 for each case bearing marks and number other than those indicated in the consular invoices.

II. The weight, net and gross, also the value of each package, should be specified even in case of an entire cargo of one kind of merchandise. When a package contains different articles, it is necessary to specify the net weight, the legal weight, and the value of each, making clear its classification in the tariff laws.

III. It is important to note the difference between net weight and legal weight, which comprehends the cases, caskets, cardboard or light boxes serving as special wrapping for each article. The tariff indicates distinctly whether the duties are collected on net, legal, or gross weight. The metric system has been in operation since September 1, 1896.

IV. When several boxes, bales, or cases are joined together, so as to form but one package, it is indispensable to specify: (1) the number of packages thus bound together, (2) the weight of each taken separately, (3) the mark, number, and gross weight of the entire package. This rule does not apply to merchandise shipped in loose bundles, such as staves, bars or plates of iron or sheet-iron, which are bound together in a special manner.

V. In shipments of oil and similar products, packed generally in large cases, the number of vessels or demijohns contained in each case must be specified.

VI. In shipments of tissues it is necessary to state the exact length and breadth of each piece; the precise nature of the material, whether woolen, cotton, yarn, silk, etc.; the gross and net weight of each package and of each article it contains. The measurement of napkins, tablecloths, handkerchiefs, towels, etc., should be expressed in square inches. "Rebozos" or their imitations should have the number of threads to each one-half centimeter square indicated, as well as the exact nature of the weave.

VII. In shipments of chemical or pharmaceutical products care should be taken to employ no bottle or vessel whatever, bearing a label other than one indicating the true nature of the contents.

VIII. The classification under the heading "machines" has caused many errors; it is important, then, to understand that all accessories de machines, capable of being applied to other uses, even when imported at the same time as the apparatus of which they form an integral part, are subject to the articles of the tariff, specifying them: Thus, bolts, bars of iron or steel, plates round or octagonal, lubricating oils, leather, tanned or not (for transmission straps, for example), are admitted only in very small quantities in order to benefit by the reduced duty on machines, even when they form a part of the latter shipment.

IX. The greatest care should be taken to indicate the exact number of packages shipped. The slightest error in excess of the number contained in the manifest causes heavy fines, which are never remitted.

X. In shipping faience, porcelain, glass, and crystal ware, care should be taken to specify whether or not the articles are in one piece or mounted in metal gilded or silvered; in the latter case, the duties are much higher.

COAL DEPOSITS.

of the leading and immediate considerations in the advance-
f the industrial interests of Mexico, is the necessity for the
ɔment of the coal deposits of the country. This interest,
ıe reason, has not attracted the attention its possibilities, as
necessities call for. The following on the subject is taken
recent number of "The Black Diamond," published in
o:

the development of the manufactures of Mexico and the extension of
oads there is an increasing demand for coal. The lack of cheap coal is
; the advance of Mexico to no small degree. It has been one reason
ores have come to the United States in such quantities to be handled
1 as the tariff upon ores will tend to check this, it will but emphasize
e her demand for coal-working machinery.
·ding to the statistics of the Mexican Government, Mexico imported
coke as follows:

Year.	Coke.	Coal.
.....	$378, 522	$626, 070
.....	287, 075	701, 913
.....	492, 167	496, 376

;e to say, there is at the same time the following exportation of coal to
:ed States:

Year.	Coal.
.....	$205, 605
.....	232, 919
.....	270, 176

represents only the product of the mines of the Mexican International
in the State of Coahuila, which is mainly a local matter.
greater part of the locomotives and the largest factories are run with
Coal is found in nine of the States of Mexico, but most of these deposits
at present readily accessible from any of the now existing railroads.
ɔsit on the borders of the State of Vera Cruz is not only within easy
r rail, but the road would run through a rich country, and would, by its
.tion farther south, open up the shortest and easiest route from the port
ɔico to the capital, at both of which points it would find a ready market.
ian Marcial coal fields in the Yaqui valley in Old Mexico give promise
value. They are said to be wonderful, and may be destined to revolu-

tionize the fuel trade on the Pacific coast. By examination and comparison these fields contain 108 square miles more superficial area than all the five anthracite coal basins of Pennsylvania, and are within 12½ miles square of the aggregate area of the coal fields of England. The coal seams are continuous from the summit of the Los Bronces range to the Yaqui River. The coal, too, is said to be of superior quality, even surpassing the Pennsylvania anthracite. The Mexican coal has from 90 to 92 per cent of fixed carbon, 3½ to 5 per cent of volatile combustible matter, and 4½ to 5 per cent of ash, and leaves no clinkers on burning.

To capitalists these rich mining fields should prove attractive, as they are all within easy reach of the coast.

PERU.

PERMANENT EXPOSITION OF MACHINERY.

The MONTHLY BULLETIN for April, 1897, contained in full an executive decree authorizing the establishment in Lima of a permanent exposition of machinery, which should be inaugurated on the 28th of July of the same year. The decree sets forth the full scope and detail of the undertaking. Recent advices indicate that the exhibition is meeting with great success, especially in machinery adapted for mining purposes. The management desires that manufacturers in the United States may send samples of their most perfected machinery and implements useful in mining and agricultural work. Undoubtedly, there exists a great field for the sale of such articles. It is only needed that their adaptability to the purposes shall be made known in that country. All communications on the subject of application for space, general regulations governing the entrance fees, etc., should be sent to Señor J. PEZEL Y TYRADO, president of the committee.

UNITED STATES.

TRADE WITH LATIN-AMERICA.

STATEMENT OF IMPORTS AND EXPORTS.

Following is the latest statement, from figure scompiled by the Bureau of Statistics, United States Treasury Department, WORTHINGTON C. FORD, chief, showing the value of the trade between the United States and the Latin-American countries. The report is

nth of December, 1897, corrected to February 1, 1898, iparative statement for the corresponding month of the ear; also for the twelve months ending December 31, pared with the corresponding period of 1896.

d be explained that the figures from the various custom- wing imports and exports for any one month are not the Treasury Department until about the 20th of the nonth, and some time is necessarily consumed in com- id printing, so that the returns for December, for re not published until February.

ORTS OF MERCHANDISE BY THE UNITED STATES.

s and countries.	December—		Twelve months ending December—	
	1896.	1897.	1896.	1897.
Palo campeche; Pau e; Campêche)—				
ica	$7,535		$16,367	
	850	$334	28,913	$41,499
ous (*Carbón bituminoso; tuminoso; Charbon de nineux*):				
	17,832	14,010	168,118	224,282
; Coco ou Cacao cru;				
erica				209
	78,522	54,521	369,376	225,018
America	39,137	101,697	788,178	969,344
Café; Café):				
erica	50,583	132,643	6,652,101	6,413,227
	115,501	203,829	3,295,079	5,084,724
	5,027,309	4,080,121	51,053,848	47,477,786
America	1,245,657	768,967	10,796,948	10,099,788
nufactured (*Algodón en odão em rama; Coton, facturé*):				
ica			157,000	78,348
Henequén; Henequen; ten)—				
	405,196	271,576	2,390,936	4,110,382
dtanos; Bananas; Ba-				
merica	74,787	110,699	1,535,668	1,527,551
erica	34,685	38,670	627,750	707,420
Varanjas; Laranjas;)—				
	93,147	37,269	278,318	150,800

IMPORTS OF MERCHANDISE BY THE UNITED STATES—Continued.

Articles and countries.	December—		Twelve months ending December—	
	1896.	1897.	1896.	1897.
Fur skins (*Pieles finas; Pelles; Fourrures*)				
South America	$536	$3,872	$50,727	$34,572
Hides and skins (*Cueros y pieles; Couros e pelles; Cuirs et peaux*):				
Central America	9,562	22,109	234,369	210,617
Mexico	184,920	131,672	1,402,744	1,859,747
South America	781,682	967,530	7,882,482	10,028,755
India rubber, crude (*Goma elástica cruda; Borracha crúa; Caoutchouc, brut*):				
Central America	52,900	60,305	467,657	414,399
Mexico	1,619	3,083	37,896	33,136
Brazil	2,048,733	1,782,215	10,387,019	13,671,357
Other South America	33,292	62,765	477,322	507,628
Lead, in pigs, bars, etc. (*Plomo en galápagos, barras, etc.; Chumbo em linguados, barras, etc.; Plombs, en saumons, en barres, etc.*):				
Mexico	116,187	131,943	1,285,400	1,599,923
Sugar, not above No. 16 Dutch standard (*Azúcar, no superior al No. 16 de la escala holandesa; Assucar não superior ao No. 16 de padrão hollandez; Sucre, pas au-dessus du type hollandais No. 16*):				
Mexico	741	2,290	78,223	13,692
Brazil	211,956	15,074	3,498,416	1,854,713
Other South America	667,246	416,949	4,383,615	4,221,621
Tobacco, leaf (*Tabaco en rama; Tabaco em folha; Tabac en feuilles*):				
Mexico	25,191	11,666	144,935	339,236
Wood, mahogany (*Madera, caoba; Mogno; Acajou*):				
Central America	31,590	.....	99,055	136,281
Mexico	21,932	26,655	349,216	367,874
South America	270	17,871	25,370	56,498
Wool (*Lana; Lã; Laine*):				
South America—				
Class 1	1,761	31,934	1,390,737	4,906,323
Class 2	.....	.....	359,110	1,183,201
Class 3	231	8,251	1,426,354	1,283,684

EXPORTS OF DOMESTIC MERCHANDISE.

Articles and countries.	December—		Twelve months ending December—	
	1896.	1897.	1896.	1897.
ıral implements (*Instrumen-'e agricultura; Instrumentos gricultura; Machines agri-* :				
l America	$838	$331	$28, 172	$27, 152
)	12, 066	7, 229	120, 827	119, 195
Domingo	92	214	2, 403	1, 628
ina	12, 451	25, 330	500, 491	348, 274
	3, 848	1, 345	27, 431	22, 311
bia	311	139	2, 920	3, 163
South America	8, 716	14, 724	198, 207	146, 158
(*Ganado vacuno; Gado; Bé-ı*)—				
ral America	2, 010	147	12, 196	15, 039
ico	3. 216	8, 043	28, 441	36, 854
h America	55	1, 200	3, 323	3, 728
Cerdos; Porcos; Cochons)—				
ico	67, 778	18, 706	345, 056	107, 646
h America			631	230
; (*Caballos; Cavallos; Cheux*)—				
ral America	3, 812	150	59, 632	13, 400
ico	12, 885	9, 068	73, 074	70, 672
h America	200	1, 600	17, 781	5, 950
(*Carneros; Carneiros; Mou-ıs*)—				
ico		100	14, 121	8, 275
th America	881	1, 474	20, 427	15, 839
maps, engravings, etc. (*Li-, mapas, grabados, etc.; Livros, pas, gravuras, etc.; Livres, s de géographie, gravures, etc.*):				
al America	16, 742	4, 579	78, 574	50, 262
o	10, 111	15, 383	179, 777	129, 316
Domingo	116	42	1, 540	857
tina	1, 371	1, 094	22, 687	29, 241
	6, 528	5, 404	46, 931	222, 129
ıbia	1, 228	1, 086	72, 952	33, 409
South America	4, 671	3, 843	73, 382	48, 865
ıs:				
(*Matz; Milho; Maïs*):				
tral America	2, 955	6, 210	35, 157	68, 903
ico	419, 567	50	2, 751, 829	991, 956
o Domingo			773	444
h America	1, 210	1, 357	19, 810	36, 857
(*Trigo; Trigo; Blé*):				
ral America	9, 665		69, 241	48, 043
ico	9		633	44
a America	151, 245	166, 394	153, 545	1, 332, 782

EXPORTS OF DOMESTIC MERCHANDISE—Continued.

Articles and countries.	December—		Twelve months ended December—	
	1896.	1897.	1896.	
Breadstuffs—Continued.				
Wheat flour (*Harina de trigo; Farinha de trigo; Farine de blé*):				
Central America	$85,319	$113,769	$1,049,344	$1,
Mexico	9,645	9,001	133,166	
Santo Domingo	22,243	15,641	125,327	
Brazil	265,360	368,186	2,925,919	3,
Colombia	65,562	31,001	570,944	
Other South America	166,242	141,805	1,496,818	1,
Carriages, cars, etc., and parts of (*Carruages, carros y sus accesorios; Carruagens, carros, e partes de carros; Voitures, wagons et leurs parties*):				
Central America	19,569	3,645	161,818	
Mexico	10,877	38,395	551,066	
Santo Domingo	982	6,948	13,089	
Argentina	2,533	7,451	108,464	
Brazil	3,093	4,825	111,849	
Colombia	6,394	4,783	33,349	
Other South America	6,269	3,028	62,344	
Cycles and parts of (*Biciclos y sus accesorios; Bicyclos e accessorios; Bicyclettes et leurs parties*):				
Central America	7,050	727	75,063	
Mexico	5,114	5,450	51,887	
Santo Domingo	790	24	1,873	
Argentina	2,245	6,046	22,196	
Brazil	1,390	9,071	22,934	
Colombia	924	2,131	20,904	
Other South America	8,357	4,687	42,915	
Clocks and watches (*Relojes de pared y de bolsillo; Relogios de parede e de bolso; Pendules et montres*):				
Central America	1,687	719	13,095	
Mexico	1,944	1,017	42,437	
Argentina	3,177	2,873	41,717	
Brazil	1,424	5,097	71,458	
Other South America	6,666	9,749	113,834	
Coal (*Carbón; Carvão; Charbon*):				
Central America	5,402	831	29,231	
Mexico	54,070	65,383	480,137	
Santo Domingo	1,455	2,957	18,846	
Brazil	14,250	7,585	75,365	
Colombia	3,200		42,406	
Other South America	2,649	375	24,785	
Cotton, unmanufactured (*Algodón no manufacturado; Algodão não manufacturado; Coton non manufacturé*):				
Mexico	268,852	433,419	1,632,838	1,
Cotton cloths (*Tejidos de algodón; Fazendas de algodão; Coton, manufacturé*):				
Central America	41,691	20,317	650,176	
Mexico	22,585	29,053	456,857	

EXPORTS OF DOMESTIC MERCHANDISE—Continued.

Articles and countries.	December—		Twelve months ending December—	
	1896.	1897.	1896.	1897.
Cotton cloths—Continued.				
Santo Domingo	$9,522	$12,206	$107,447	$91,466
Argentina	15,070	26,378	322,787	158,202
Brazil	62,688	50,965	711,531	546,504
Colombia	28,145	27,833	397,404	349,725
Other South America	197,331	95,489	1,421,336	1,121,055
Wearing apparel (cotton) (*Ropa de algodón; Roupa de algodão; Vêtements en coton*):				
Central America	33,162	13,621	212,423	206,556
Mexico	28,415	30,058	338,349	309,980
Santo Domingo	744	2,081	25,608	22,471
Argentina	8,925	1,897	62,978	43,820
Brazil	2,599	5,603	69,595	57,247
Colombia	6,341	2,829	47,650	49,379
Other South America	4,469	3,326	58,446	43,951
Fruits and nuts (*Frutas y nueces; Frutas e nozes; Fruits et noisettes*):				
Central America	6,701	4,299	53,988	50,182
Mexico	11,261	6,516	78,058	59,645
Santo Domingo	1,104	286	2,625	1,699
Argentina	184	352	3,477	7,141
Brazil	482	417	12,049	12,302
Colombia	1,427	978	8,352	10,465
Other South America	5,549	2,510	35,218	29,626
Hides and skins (*Cueros y pieles; Couros e pelles; Cuirs et peaux*):				
Central America	.....	.....	1,010	543
Mexico	625	175	28,094	13,968
Hops (*Lúpulos; Lupulos; Houblon*):				
Central America	246	106	2,492	3,238
Mexico	27	362	6,027	80,768
Santo Domingo	136	3	450	5
South America	87	50	1,340	1,298
Instruments:				
Electric and scientific apparatus (*Aparatos eléctricos y científicos; Apparelhos electricos e scientificos; Appareils électriques et scientifiques*)—				
Central America	2,823	3,997	70,925	85,490
Mexico	34,285	31,390	287,488	302,058
Argentina	11,784	6,592	120,714	154,325
Brazil	7,460	17,043	215,163	119,298
Other South America	11,604	4,655	180,370	149,829
Iron and Steel, Manufactures of:				
Builders' hardware, and saws and tools (*Materiales de metal para construcción, sierras y herramientas; Ferragens, serras e ferramentas; Matériaux de construction en fer et acier, scies et outils*)—				
Central America	11,043	8,323	173,081	116,611
Mexico	54,819	30,100	719,077	502,694

EXPORTS OF DOMESTIC MERCHANDISE—Continued.

Articles and countries.	December—		Twelve months end December—	
	1896.	1897.	1896.	189
Iron and Steel, Manufactures of—C't'd.				
Santo Domingo	$1, 310	$1, 029	$11, 595	$1
Argentina	13, 941	13, 591	219, 397	16
Brazil	19, 542	14, 031	284, 494	18
Colombia	10, 869	9, 905	105, 549	10
Other South America	31, 819	18, 848	283, 543	23
Sewing machines and parts of (*Máquinas de coser y accesorios; Machinas de coser e accessorios; Machines à coudre et leurs parties*)—				
Central America	5, 824	2, 409	88, 860	6
Mexico	23, 765	15, 194	199, 669	20
Santo Domingo	69	10	1, 657	
Argentina	3, 375	2, 220	130, 412	8
Brazil	23, 527	11, 112	134, 885	8
Colombia	14, 397	5, 845	92, 973	10
Other South America	12, 262	12, 312	139, 647	10
Typewriting machines and parts of (*Máquinas de escribir y accesorios; Machinas de escribir e accessorios, Machines à écrire et leurs parties*):				
Central America	1, 580	655	.....	
Mexico	2, 741	2, 092	.....	2
Santo Domingo	60	90	.....	
Argentina	1, 679	1, 416	.....	
Brazil	255	660	.....	
Colombia	261	445	.....	
Other South America	2, 016	742	.....	1
Leather, other than sole (*Cuero, distinto del de suela; Couro não para solas; Cuirs, autres que pour semelles*):				
Central America	814	.....	5, 518	
Mexico	1, 853	1, 191	20, 466	1
Santo Domingo	.....	95	613	
Argentina	1, 510	.....	3, 701	
Brazil	257	3, 449	16, 613	3
Colombia	131	35	3, 051	
Other South America	1, 545	764	20, 167	1
Boots and shoes (*Calzado; Calçados; Chaussures*):				
Central America	11, 029	11, 870	90, 930	9
Mexico	4, 915	5, 476	50, 982	7
Colombia	2, 821	4, 389	40, 590	4
Other South America	5, 902	1, 621	23, 908	2
Naval stores: Rosin, tar, etc. (*Resina y alquitrán; Resina e alcatrão; Résine et goudron*):				
Central America	2, 190	1, 583	26, 662	1
Mexico	956	1, 645	12, 334	
Santo Domingo	164	1, 178	4, 838	
Argentina	17, 795	24, 766	86, 166	8

ORTS OF DOMESTIC MERCHANDISE—Continued.

nd countries.	December—		Twelve months ending December—	
	1896.	1897.	1896.	1897.
ntinued.				
.....	$27,861	$14,133	$263,304	$205,978
.....	1,370	427	14,534	15,829
merica	23,160	16,806	118,669	90,768
rits of (*Aguarrás; rébenthine*):				
ca.....	566	418	3,758	3,381
.....	219	380	2,108	2,958
.....	52	150	303	435
.....	2,455	9,987	77,651	52,361
.....	2,534	8,210	48,228	60,660
.....	994	559	5,998	5,063
nerica.....	3,925	4,205	42,861	37,716
ude (*Aceites, mine- Oleos, mineraes, crús; les, brutes*):				
.....	39,107	34,708	374,293	338,911
efined or manufac- *s, minerales, refi- ufacturados; Oleos, inados ó manufactu- minérales, raffinées, rées*):				
ca.....	9,497	9,202	169,570	118,434
.....	16,793	11,770	156,048	182,515
.....	2,483	2,035	38,533	56,841
.....	128,347	71,771	1,273,484	859,122
.....	86,910	99,363	1,508,760	1,714,985
.....	14,769	9,389	122,101	106,104
merica	137,510	75,103	1,127,740	865,928
ceites vegetales; Oleos iles végétales):				
ca.....	659	266	4,932	2,500
.....	27,945	51,507	316,997	322,895
.....	922	1,896	14,089	20,124
.....	3,111	.....	13,521	3,772
.....	1,568	9,873	169,751	182,570
nerica.....	7,143	3,269	53,675	73,349
affin wax (*Parafina fina; Paraffina e cera Paraffine et cire faite nce*):				
ca.....	2,131	3,529	26,496	26,019
.....	4,983	11,207	153,710	148,536
.....	1,576	785	17,040	10,555
nerica.....	647	256	6,123	4,957
ising meat and dairy				
(*Carne de vaca en e de vacca em latas; nserves*)—				
rica.....	4,215	2,726	27,543	36,955
... .	1,134	1,271	14,547	12,743

EXPORTS OF DOMESTIC MERCHANDISE—Continued.

Articles and countries.	December—		Twelve months e December—	
	1896.	1897.	1896.	1
Provisions, etc.—Continued.				
Santo Domingo	.....	$15	$86	
Brazil	$1,976	359	21,208	
Colombia	679	262	6,198	
Other South America	1,133	909	11,624	
Beef, salted or pickled (*Carne de vaca, salada ó en salmuera; Carne de vacca, salgada ou em salmoura; Bœuf, salé ou en saumure*)—				
Central America	3,503	2,007	29,201	
Mexico	30	47	366	
Santo Domingo	511	109	2,140	
Brazil	118	378	4,884	
Colombia	916	554	10,189	
Other South America	20,757	16,170	212,238	1
Tallow (*Sebo; Sebo; Suif*)—				
Central America	11,068	8,366	123,666	
Mexico	1,629	3,079	54,976	
Santo Domingo	175	5,585	23,865	
Brazil	2,000	6,518	2,979	
Colombia	415	20	8,405	
Other South America	1,058	1,665	10,724	
Bacon (*Tocino; Toucinho; Lard fumé*)—				
Central America	1,575	1,214	18,391	
Mexico	834	962	9,419	
Santo Domingo	473	91	2,185	
Brazil	22,980	33,189	985,346	1,0
Colombia	337	87	1,501	
Other South America	3,198	4,116	21,412	
Hams (*Jamones; Presunto; Jambons*)—				
Central America	3,860	3,271	29,993	
Mexico	2,257	1,868	31,384	
Santo Domingo	1,034	384	6,387	
Brazil	.....	127	650	
Colombia	1,267	1,102	11,925	
Other South America	11,560	10,889	90,475	
Pork (*Carne de puerco; Carne de porco; Porc*)—				
Central America	4,664	2,547	59,210	
Santo Domingo	422	210	4,078	
Brazil	263	45	21,618	
Colombia	274	269	6,338	
Other South America	26,167	16,421	251,485	1
Lard (*Manteca; Banha; Saindoux*):				
Central America	7,902	10,947	120,585	1
Mexico	35,535	10,655	246,361	2
Santo Domingo	2,214	1,897	20,611	
Argentina	.....	118	4,792	
Brazil	23,068	107,165	720,192	1,0
Colombia	13,147	8,416	138,589	1
Other South America	67,977	60,206	679,263	6

EXPORTS OF DOMESTIC MERCHANDISE—Continued.

rticles and countries.	December—		Twelve months ending December—	
	1896.	1897.	1896.	1897.
, etc.—Continued.				
d oleomargarine (*Grasa y nargarina; Oleo e oleomarga- ; Oléo et oléomargarine*):				
al America	$2	$16	$334	$438
:o	161	.....	1,387	475
nbia	400	.....	7,813	6,835
South America	6,459	439	31,417	24,031
(*Mantequilla; Manteiga; rre*):				
al America	4,943	5,557	42,693	48,245
:o	3,963	4,838	35,837	41,536
Domingo	274	435	5,903	7,438
	6,550	7,785	36,600	56,183
nbia	1,615	1,257	16,885	21,255
South America	7,545	6,292	83,508	84,189
Queso; Queijo; Fromage)—				
al America	1,701	2.023	17,534	19,921
:o	1,764	1,507	14,789	14,296
Domingo	387	179	3,999	4,719
	.....	8	153	314
nbia	1,018	768	9,649	12,116
South America	1,339	1,569	15,380	16,316
efined (*Azúcar refinado; ucar refinado; Sucre raf-)*—				
al America	4,403	5,469	74,428	53,578
:o	758	2,631	31,013	19,409
Domingo	155	145	2,181	2,369
nbia	2,954	3,062	66,990	35,020
South America	.....	231	1,628	5,209
nmanufactured (*Tabaco no facturado; Tabaco não ma- turado; Tabac non manu- é*):				
America	370	4,980	29,297	18,508
	6,825	19,035	116,328	120,727
na	160	.....	5,922	1,460
ia	307	140	4,326	3,554
outh America	15,475	5,679	91,237	86,557
manufactures of (*Manufac- de tabaco; Manufacturas de ; Tabac fabrique*):				
America	3,538	4,598	70,971	57,846
	605	2,887	17,971	8,596
na	4,447	.....	77,937	10,265
	25	10	1,888	75
ia	20	235	3,295	930
outh America	5,477	4,325	61,457	76,375
manufactured (*Madera no facturada; Madeira não facturada; Bois brut*):				
America	16,211	2,475	232,627	84,563
	10,661	15,387	256,161	207,258

EXPORTS OF DOMESTIC MERCHANDISE—Continued.

Articles and countries.	December—		Twelve months ending December—	
	1896.	1897.	1896.	1897.
Wood, unmanufactured—Continued.				
Argentina	$6,845	$2,201	$33,773	$19,686
Brazil	.....	.....	9,886	16,243
Colombia	1,355	1,128	9,512	28,874
Other South America	1,490	1,588	14,532	42,762
Lumber (*Maderas; Madeiras; Bois de construction*):				
Central America	14,096	2,284	101,451	101,227
Mexico	77,978	42,642	757,249	1,211,345
Santo Domingo	415	3,447	54,228	71,813
Argentina	101,968	120,560	1,089,165	765,962
Brazil	48,834	47,793	826,300	597,431
Colombia	757	5,342	43,419	69,791
Other South America	88,406	17,728	740,572	530,560
Furniture (*Muebles; Mobilia; Meubles*):				
Central America	18,043	8,301	153,828	123,561
Mexico	21,531	22,339	174,338	186,232
Santo Domingo	1,331	1,095	10,734	11,767
Argentina	3,374	1,575	81,565	75,574
Brazil	3,589	3,485	56,641	48,183
Colombia	3,923	3,006	35,132	41,520
Other South America	13,387	6,993	113,707	78,001
Wool, raw (*Lana cruda; Lã crúa; Laines brutes*) (pounds):				
Mexico	2,479	.....	230,014	30,459

URUGUAY.

PUBLIC INSTRUCTION.

In a report to the Department of State, United States Consul SWALM says that the total number of schools in Uruguay is 533, having an average term of nine months. Of this number, 181 are located in the cities and towns; the rural sections have the remaining 352. The increase in the number of schools, in late years, has been mainly confined to the country. In addition to those mentioned, there are 379 private institutions in the Republic. The average attendance is 9 per cent of the population, and Mr. SWALM states that, while this figure may show a small proportion of school attendance, it is very considerably the highest reported in South America. The number of teachers employed in 1896 was 1,990, 601 of whom were men and 1,381 women; all but 606 of this num-

ber were natives. There were enrolled in the public schools 51,312 pupils and in private schools 22,689. The cost per scholar in the public schools was $12.38, Uruguayan money, gold, $1 of which is equivalent to $1.03½ in United States currency. The average pay of teachers per month is $35.50, men receiving a slightly higher rate than women. The consul states that there are two normal schools in successful operation—one for men and one for women. Modern methods of instruction are employed. The high-school system is not known, but there is a university under governmental direction, with law, medical, engineering, and collegiate departments. This university is thorough in its course and has a flattering attendance.

VENEZUELA.

CUSTOMS TARIFF FOR 1897–1898.

NUMBER 30.

(Third Edition.)

[Continued from February BULLETIN.]

§ 4.—CLASS IV.

Duty.—75 centimes of the bolivar.

Almond or linseed oil.

Fish oil and cotton-seed oil.

Palm oil, siccative oil or painters' oil.

Olives, capers of all kinds.

Oil and vinegar cruets, water and wine decanters and cruet stands, other than those having any part of gold or silver, which come under Class VIII, and those of German silver or gilt or silvered, which are comprised in Class VI.

Articles of all kinds of steel, iron, copper, brass, tin, tin plate, bell metal, bronze, lead, pewter, zinc, and nickel, not elsewhere mentioned, whether polished, varnished, tinned, or bronzed, or not; furnaces for the manufacture of sugar.

Metallic wire, manufactured in frames for wigs, bird cages, racks for clothes or hats and other similar articles; also frames for parasols and umbrellas.

Almonds, hazelnuts, nuts, peanuts, chestnuts, and all other dried fruits with shells, not specified.

Stills, and all similar apparatus.

Siegert's bitters.

Beneseed, canary seed, and millett.

Aniseed, carraway seed, Ceylon and Chinese cinnamon ("*canelón*"), garlic, cumin, cloves, origan, pepper, and other kinds of spices.

Chandeliers, globes, shades, candelabra, candlesticks, beacons, street lamps, lamps, lanterns, hanging lamps, etc., not ornamented with gold or silver, which are included in Class VIII, or those of German silver and those gilt or silvered, which are taxed according to Class VI. Accessories thereof imported with the above-mentioned articles will be dutiable according to the class to which they belong.

Christmas trees.

Jet, unmanufactured.

Sugar, white or refined.

Scales, Roman balances, and copper weights, or in which copper predominates, including weights, even of iron, when imported together with the scales.

Wooden troughs or buckets.

Billiard-table cushions, and bands or belts of coarse oilcloth for steam engines.

Bagatelle tables with all their accessories.

Felts for hats, not fulled, hair for hats, paper wrappers, leather hat bands, linings, plush, peaks for caps and kepis, and other articles exclusively used in the manufacture of hats, such as oilcloth prepared with gum lac dissolved in alcohol, employed for the manufacture of black felt hats, and solutions of said gum in alcohol.

Shoe blacking.*

Billiard tables, with all their accessories, including the balls and cloth covers, when imported together with the tables.

Armenian bole and lees ("*borra*"), not otherwise mentioned.

Boxes of wood, even imported in pieces, *i. e.*, in boards for making same.

Baskets, large or small, hand baskets, small carriages for children, and other articles of osier and wickerwork, including children's carriages, whatever be the material from which made; cotton canvas covered with paper, for the manufacture of envelopes, and tissue coated with sulphate of copper.

Pasteboard, manufactured or prepared for boxes, large and small, or in any other form, excepting for toys, masks, and playing cards. Blank visiting cards of any size are likewise included in this number.

Barley, husked or ground.

"*Cebadilla.*" Sneezeroot (veratrum sabbadilla).

Capsules for bottles.

Brushes, common, horse brushes, and those of horn or whalebone, for scrubbing.

Wax, vegetable, black or yellow, not prepared.

Bristles and horsehair.

Wooden horses or carrousels.

Glue, common, and collodion for photographers.

Linen, unbleached, and cloth called "*coleta,*" (crash) unbleached, No. 2; linen coarser than that comprised in No. 115 of Class III, but which has been more or less bleached, including Indian taffeta ("*cotonia*").

Pointed knives, common, with or without sheaths; knives with handles of

*In virtue of a circular of September 25, 1896, bituminous oil, employed for blackening and softening harness, is subject to the same duty. ("*Gaceta Oficial*" N°. 6827, of September, 30, 1896.)

wood or other common material for fishermen, shoemakers, saddlers, gardeners, cigar makers; large common knives for farming and, generally, all those employed in arts or trades.

Varnishes of all kinds.

Caoutchouc made into tubes or pipes, and in sheets or bands for machine belting.

Oilcloth for floors, packing, and roofing.

Mirrors of all kinds and plate glass, silvered.

Spermaceti and paraffine.

"*Espuma de mar*," substance employed for making bread and for other similar purposes.

Mats, large and small, and matting for floors.

Small table mats.

Figures, ornaments, and articles of all kinds used in putting up confectionery; also gilt paper bags or cornucopias, finished or partly finished, imported for the above purpose. Should the receptacles referred to be covered with silk or velvet or ornamented with flowers or other articles liable to higher duties, they shall, unless completely filled with sweetmeats, be placed under Class VI as fancy articles.

Carpets or door mats not otherwise mentioned.

Dried fruits.

Fruits in brandy, syrup, or in their juice.

Saddletrees.

Artificial flowers of porcelain.

Biscuits or crackers in the preparation of which sugar is employed.

Gasoline and benzine.

Gelatine of all kinds.

Potatoe, maize, and rye flour.

Shoemakers' thread and hemp ropes for halters, with core of tow.

Coarse thread of hemp, pita, flax, or cotton, excepting thread intended for sewing, embroidering, and weaving.

Twine or cord, twisted lines or twine for fishing, and hempen thread for fishing nets.

Tin plate and sheet iron, manufactured into articles not specified, and iron utensils for domestic use when they have lids or covers of tin plate or sheet iron.

Lard, mixed with other greases, and oleomargarine.

Incense.

Tools used in the arts and trades, with or without handles, such as pincers, gravers, compasses, gimlets, trowels, chisels of all kinds for carpenters, levels, gouges, jack planes, adzes, rabbet planes, awls, files, hammers, saws, tongs and pinchers, lathes and vises, drawing knives, planes, bits, bitstocks and other similar articles, together with the wooden boxes containing any of these instruments.

Color chalk for tailors.

Syrups of all kinds, other than medicinal; confectionery of all kinds, sugar candy and flavoured rice flour employed for sweets.

Sealing wax, in cakes or sticks.

Wool, raw; coarse and half-fine sail-cloth of hemp or cotton, unbleached.

Milk, condensed.

Books, printed and bound, excepting those mentioned in Class VIII.

Faience in imitation of porcelain.

Porcelain, common, and china in any form, not specified.

Hops.

Wood manufactured into articles not otherwise mentioned.

"*Manigrafos*" (duplicators or copying apparatus).

Lard mixed with other greases and oleomargarine.

Marble, jasper, alabaster, granite and other similar stones, wrought or polished, in articles not otherwise mentioned.

Maizena.

Wicks and twists for lamps, and lamp-chimney cleaners.

Mustard, in the grain or in powder.

Furniture of common wood, osier, straw or cane and furniture of iron and wood.

Organs and all kinds of parts thereof imported separately.

Ossein (ostein).

Wood in strips for making matches.

Paste or mastic for polishing, and that used for the tips of billiard cues.

Wall paper.

Composition imitating porcelain, marble, granite or any fine stone, in all kinds of articles, excepting toys for children.

Tobacco, cut, for cigarettes.

Flints, touchstones, polishing and similar stones, not mentioned in the other classes.

Hides neither tanned nor prepared.

Baking powder.

Solders.

Leather tips for billiard cues.

Cheese of all kinds.

Sacks, empty, of canvas, coarse hempen cloth called "*coleta*," unbleached thick linen and other similar fabrics.

Sausages, hams in tins, fish in tins, alimentary preserves, mushrooms, dried or in sauce; lacteous flour and all other provisions, prepared or not, not mentioned in the other classes such as Buitoni's agglutinated paste.

Sauces of all kinds and pickles in mustard.

Tallow, raw, rendered or pressed, and ordinary fats of all kinds for making soap.

Syphons and machines for aërated waters.

Sole leather, dyed or not, not worked, and hempen soles for sandals (alpargatas.)

Piano stools, of whatever material.

Talc in sheets or powder.

Horsehair fishing lines.

Meat covers of wire gauze.

rs with heads of metal, glass, crystal, or porcelain.
; of cotton, hemp, esparto, or flax, for floor coverings, even when mixed
ıall quantity of wool; and horsehair tissues for covering furniture.
; prepared for oil paintings, and stumps for drawing.
;, common, of hemp, flax, or cotton, for furniture, in bands, belts, or
· form, and cotton dishcloths for domestic use, and straw ribbon for

:n heels, shod or not with copper or iron.
of tinned stuff or paper (*"de papel estañado"*), for shoemakers, of 1
e in width and 12 centimetres in length.
:ks and corkscrews.
in sticks, lumps, or other form, for billiards.
venetian, etc., for doors and windows.
.ckers called *"triquitraques."*
r tubes and hose, and bands for machinery.
: coarse and other cloth or of twilled cloth (*"cotonia"*), for vessels.
' candles.
pedes or bicycles.
ınd crystal, manufactured, in any form not elsewhere mentioned.
, of whatever origin, when imported in demijohns or bottles, excepting
s, which are taxed according to Class III. Port wine, even red,
in demijohns or bottles, shall be included in the present class.
:s of gypsum of all kinds, excepting toys.

§ 5.—Class V.

Duty.—1 bolivar 25 centimes.

ıd soaps, perfumed.
sesame, beneseed, castor oil, and other not mentioned in the preceding

ver oil.
:ic acid, in powder.
c and liquid ammonia.
waters and hair wash, such as *"florilina"* and the like.
of all kinds other than of cane, the importation of which is prohibited;
r cognac and their essences, absinthe, Hollands and their essences up to
ier; above 22° the duty shall be proportional.
of all kinds other than of cane, the importation of which is prohibited;
r cognac and their essences, absinthe, Hollands and their essences up to
ier; above 22° the duty shall be proportional.
ıds, peeled.
atus for measuring hats.
graphic apparatus.
of gummed stuff for hats, bonnets, and caps.
and buckles covered with leather.
and fine stones for sharpening razors, and razor paste.
ı.

Quicksilver.

Trunks, traveling sacks, bags, valises, and portmanteaus of all kinds.

Skins for carrying wine, and purses and small bags of oilcloth for grain samples.

Bandages, bougies or probes, trusses, lint, strainers or filters, sucking bottles and nipples, breast pumps, cupping glasses, anodyne necklaces, spatulas, lances, retorts, clyster pumps, syringes of all kinds, and syphons not otherwise mentioned.

"*Bramante*" (unbleached tissue), "*brin*," ticks, drills, domestic cloth, "*liencillo*," "*platilla*," "*warandol*" or Irish linen, unbleached, of linen or cotton, and other similar unbleached tissues, including those with colored stripes or patterns, provided that the ground be unbleached; and Holland of black or blue thread.

Brushes and paint brushes of all kinds.

Hat cases of leather.

Almanacs of all kinds.

Cameræ obscuræ or cameræ lucidæ, for drawing or photography, and other similar apparatus.

Cotton canvas for embroidering, and canvas of unbleached thread similar to the light tissues used for mosquito nets.

Capsules, sacks or bags of paper, of all kinds and sizes, with or without inscriptions, for pharmaceutical purposes.

Tortoise shell, crude.

Homespun linen, white linen called "*coleta*," "*lienzo de rosa*," camel-hair cloth, cotton cretonne and linen cretonne, called unbleached German dowlas Nos. 9, 10, and 11, lining ("*crehuela*"), striped or checked, colored or not, and all other similar tissues not mentioned in other classes.

Sieves of copper wire, of leather, wood, or horsehair.

Brushes for the teeth, hair, clothes, shoes, and any other use, exeepting brushes mentioned in Class IV.

White wax, pure or mixed, not wrought, and mineral wax.

Bristles for shoemakers.

Fish glue and liquid glue for shoemakers.

Colours and paints, not otherwise mentioned, such as blueing, ultramarine, and "*kalsomine*," of different colors.

Cork, in sheets, stoppers, and in any other shape.

Lasting for uppers of shoes.

Amethyst (quartz).

Cubebs.

Penknives, razors, scissors, and "jack knives;" table knives and forks, except those with handles plated with gold or silver, which are dutiable according to Class VIII; and those of German silver, silvered or gilt, which are comprised in Class VI.

Cords, single or wound with thread ("*entorchados*").

Beer, concentrated.

Sassafras and all other medicinal barks.

Cotton drills, white or colored, and cotton flannel, white or colored, also cotton drill called "*casinette*."

, medicines, and chemical products, not otherwise mentioned; also all
es and medicinal articles or substances, such as bicarbonate of soda,
:, cardamom seeds and plants; peptonized beer, rock salt for animals,
r elixir of coca.
th, of all kinds, other than those used for floors, packing and roofing
d in Class IV.
ı buckram.
ıs, large and small, and horsehair brooms.
es and extracts of all kinds, not otherwise mentioned.
:s.
scopes, cosmoramas, dioramas, panoramas, magic lanterns, and other
pparatus.
lanterns, paper collars, fronts and cuffs, including those lined with stuff,
ufactured paper not otherwise mentioned.
masks, breast-plates and boxing gloves.
horus in paste.
graphs.
n blankets.
en blankets, white or with coloured fringes, and dark blankets of goat's
abrin").
ac, copal, and all kinds of gums and resins not otherwise mentioned.
hair gloves and fencing gloves.
rine.
ary sewing thread, untwisted thread for embroidering and thread of one
veaving.
tone.
s and statuettes, other than those of gold or silver.
al instruments and boxes, and all accessories thereof, excepting organs
os.
al, dental, anatomical, mathematical, and other scientific instruments
where mentioned.
white, marbled, called *Castille* or *Marseilles*.
common.
f chessmen, draughts, dominoes, roulette, and similar games.
es and engravings on paper.
books, crayons and charcoal pencils for drawing, notebooks and port-
:hographed receipt and check books, pencils of all kinds, except slate
rubber erasers, wafers and stamps for letters, writing ink and ink powder,
ives, pencil cases, sealing wax and wafers, sand, steel pens, penholders,
s, and all other stationery articles, with the exception of envelopes and
:ontaining gold or silver.
containing gold or silver leaf, whether real or imitation, for gilding or
; bronze in powder and books for bronzing.
r stands, empty, or containing a liqueur not comprised in a higher class.
ucillo," "*brin*" and domestic tissues, of linen or cotton, unbleached or
of whatever category.
ilings.

Striped tissues, "*arabias*," ginghams of linen or cotton, common, only suitable for making workmen's clothes.

Wooden battens, moldings and cornices, painted, varnished, gilt or silvered, and wooden curtain loop-holders.

Elastic mourning tissue and crape for hats.

Sweet liqueurs, such as cherry cordial, creams of vanilla, cocoa, and the like.

White madapolam, Hollands, Brittany, domestic, "*matrimonio*," Irish, white or colored; cretonne, "*elefante*," "*platilla*," "*liencillo*," Rouen, "*simpático*," "*savaje*" of cotton and other similar tissues.

Frames of any material, with or without glasses, portraits, pictures and engravings.

Masks of all kinds.

Macaroni, "*tallarines*," vermicelli, and other similar alimentary pastes.

Tape measures of leather, linen or paper, with or without cases.

Furniture of fine wood, such as violet wood, mahogany, rosewood, walnut, and that with backs and seats upholstered with horsehair, wool, cotton, or silk, furniture of common gilt wood and coffins of all kinds.

Gall nuts, nutmegs and mace.

Shades of paper, metal or tissues, and colored tissue paper.

Gum pastilles or drops, of all kinds.

Perfumery of all kinds.

Parchment and imitations of the same, in articles not otherwise mentioned; cloth only used for bookbinding, and waterproof tissues of caoutchouc and cotton used for blankets and overcoats and cotton felt for lithographic machines.

Areometers and liquor gauges of all kinds, and alcoholometers.

Paintings, chromos, drawings, and portraits on canvas, wood, paper, stone or other materials; lithographed advertisements applied on cardboard, and christening cards with colored landscapes or figures.

Rice and other powders for the toilet and powder puffs, and Persian "*caracol*," calcined.

Bottle and glass stands.

Gunpowder.

Tobacco, plug and twisted chewing tobacco.

Tannin.

Tea and vanilla.

Indian ink, for marking, hair dyes, and all other kinds of ink, excepting printing ink.

Candles of spermaceti, paraffine, composition, or stearine, and twisted wicks for the same.

Dowlas ("*warandol*"), unbleached, of linen or cotton, even with colored stripes or flowers, also that with a lead-gray or light-yellow ground.

Tinder boxes and flints or wicks for tinder boxes.

§ 6.—Class VI.

Duty—2 bolivars 50 centimes.

Bugles and beads of glass, porcelain, steel, wood, or of any other material, excepting gold and silver; coffin ornaments, fancy articles of glass or porcelain,

ın gilt or silvered metal; artificial plants of caoutchouc, paper or
resenting palms, begonias and large leaves, and sweetmeat boxes cov-
silk or velvet or ornamented with flowers or other articles liable to
ies than those levied under Class IV, unless said boxes be completely
sweetmeats.
ops for crinolines or bustles, covered or not with tissue.
s, drills, Brittany cloth, unbleached cloth ("*bramante*"), ticks, dowlas,
unbleached German dowlas Nos. 9, 10, and 11, specified in Class V;
," "*estrepe*," "*garantido*," Irish linen, "*platilla*," calico, white or
as ("*warandol*"), of linen, pure or mixed with cotton.
edles, eyelets, hooks, and eyes, clasps, hairpins; hooks for clothes and
: clasps for shoes, buckles for hats, waistcoats, trousers, and shoes,
ıse of gold or silver.
in the piece or rugs.
carfs, bonnets, socks, drawers, trousers, stockings, and slip bodices of
itted, and like tissues. Camisoles with collars and cuffs attached or
ıdapt separate collars and cuffs shall be liable to a surtax of 50 per

es, opera glasses, telescopes, eyeglasses, magnifying glasses, and micro-
:ept those mounted in gold and silver, but including glasses and lenses
:les, etc., imported separately.
one and its imitations.

ters, hygrometers, chronometers, thermometers, octants, and other
truments, and compasses of all kinds.
ınd canes loaded, whips, and slung shots, with the exception of sword
icks containing a mechanism for firing, which are included in Class VII.
of all kinds, excepting those of silk, silver, or gold.
: ratteen in piece or plaids, and blankets made of these materials.
ɔr pipes, cigar holders and pipes, of amber, porcelain, and any other
:xcept those of gold and silver and the similar articles mentioned in

boxes with accessories, work and travelling cases.
ven made up into ornaments.
ooks, cigar and cigarette cases, card cases, purses, tobacco pouches,
cases, match boxes, albums, not covered with velvet, nor gilt nor
nd all other similar articles, except those having any part of gold or

ıanufactured into articles of all kinds, except as toys.
·panes, sheets, plaids, hammocks, table covers, of linen or cotton.
for shoes.
ı articles of all kinds, except when set in gold or silver.
wreaths and other funeral articles.
ırd for weaving and all other twisted thread in the shape of cord, such
or sail thread, white or colored, which can not, on account of its
be assimilated to cord and can be used in the manufacture of hand or
ıade tissues.

Crinolines, bustles, and similar articles, and caoutchouc dress shields covered or not, used inside of ladies' clothing.

Knives and forks with handles of German or white metal, or silvered or gilt.

Mattresses, pillows, paillasses and cushions, except those of silk; feathers for stuffing them, and woven wire mattresses.

Cotton cords for hammocks.

Damasks, "*coqui*," bombazine, "*bordon*," padding, ticking, "*mahón*," nankeen, light nankeen, "*estrepe*," quilting, sateen, "*tangep*" or stiff muslin, of cotton, white or colored, and other similar cotton tissues not mentioned in the other classes.

Artificial teeth and eyes.

Thimbles, except those of gold or silver.

Skirts, petticoats, dressing gowns, nightdresses, and chemises of cotton, made up or cut out, and cotton stuffs shaped for skirts, with or without embroidered bands.

Articles of German or white metal or its imitations, such as trays, dishes, curbs, bits, muzzles, spurs, stirrups, hinges, buckles, chandeliers, lamps, candelabra and other similar articles.

Articles of iron or of other metals, gilt or silvered, with the exception of stationery which will always be included in Class V, even when gilt or silvered.

Yarns, worsted, raw, and of goats' hair.

Cases containing small articles of steel, copper, or other metals for embroidering, for cleaning the teeth or nails, for drawing and painting.

Brooms and brushes of palms, rushes or other vegetable fibers.

Felt in pieces, for saddlecloths.

Blankets or quilts of pure wool, or mixed with cotton, and with ground of one or more colors.

Tissues for slippers, excepting of silk.

Elastic for shoes.

Gutta-percha, manufactured or not.

Imitation gold or silver thread, purl, spangles, tinsel, leaf, foil, galloons, trimmings, small wares, and other articles of imitation gold or silver, for embroidering or sewing.

Bone, ivory, mother-of-pearl, real and imitation, jet, real and imitation, tortoise-shell, caoutchouc, india-rubber, sheets of celluloid, horn and talc, manufactured in articles of all kinds not otherwise mentioned, with the exception of children's toys comprised in Class III, and those combined with gold or silver, which are included in Class VIII.

Tablecloths, towels, and napkins of all kinds.

Tissue called "*matrimonio*," of linen, pure or mixed with cotton.

Hands, keys, springs, spirals, and other parts of watch and clock movements, excepting those of gold or silver.

Wicks, and cotton slightly spun for wicks.

Cotton handkerchiefs, not exceeding one metre in width.

Paper, gilt or silvered, paper stamped in relief, and colored paper for artificial flowers.

Umbrellas, sunshades, and parasols, of wool, linen, or cotton.

Imitation pearls and stones, not set, or set in any metal except gold or silver.

Skins, tanned, with the exception of sole leather, dyed or not, comprised in Class IV.

White metal or German silver, in articles of all kinds not otherwise enumerated.

Goose quills, prepared as toothpicks.

Feather dusters.

Imitation jewelery.

Table or wall clocks, alarm clocks, water clocks, hourglasses, and all other similar articles, with the exception of watches and tower clocks imported by the Federal Government.

Hats, caps, hat frames, and bonnets, of straw or its imitations, not trimmed.

Patent leather, not manufactured.

Sextants.

Dowlas "*warandol*," white, of linen, or of linen mixed with cotton.

Chintz, nainsook, calicoes, cretonnes, "*tarlatanes*," paper cambrics, fine French striped cloth, and other fine tissues used in making women's dresses; poplins, "*malvinas*," Japanese cloths, lustring, coloured percales, and any other cotton cloths, coloured, similar to the above, and not otherwise mentioned under different classes, such as cotton merinos, etc.

[Concluded in April BULLETIN.]

TRADE MISCELLANY.

ARGENTINE REPUBLIC.

Imports for Ten Years

From the annual report of the Argentine statistical department, compiled by Mr. FRANCISCO LATZINA, the following data treating of the trade and shipping of the Republic is taken. It appears that in 1887 the imports from Great Britain alone were valued at $34,779,210; in 1896 they reached the figure of $44,729,996, or an increase of 28.6 per cent in the intervening ten years. Of the total imports in 1887, the United Kingdom sent 29.7 per cent, and in 1896 40 per cent. The imports from Germany in 1887 were 10.3 per cent of the total, and in 1896 12.4 per cent, a relative rise, therefore, of only 2.1 per cent. In 1887 France supplied 19.4 per cent of the entire imports, and in 1896 10.7 per cent, a decrease of 8.7 per cent. The United States supplied in 1887 imports to the value of $11,004,553, and in 1896 $11,210,475, the relative proportions to the whole in the years mentioned being 9.4 and 10 per cent respectively, showing an increase for the ten years of 0.6 per cent. The imports from Italy during the ten years under consideration increased 4.1 per cent.

Electric Plant at Cordoba.

The Cordoba Light and Power Company has just completed the installation at Casa Bamba of the largest electric-power plant in the Argentine Republic. The machinery, consisting of five turbines aggregating 1,700 horsepower, five generators aggregating 1,100 kilowatts, transformers with a capacity of 930 kilowatts, and the necessary switchboard and controlling apparatus, was furnished almost entirely by United

States manufacturers. A cable line for the transmission of power has been la to Cordoba, and that city will be lighted from the new works, which will l eventually enlarged to 6,000 horsepower. The Cordoba Light and Pow Company is the first purely United States company established in Argentin and it is hoped that the success of this enterprise will lead to further unde takings of a similar character.

BRAZIL.

Storage charge at Santos.

FRANK D. HILL, United States Consul at Santo informs the Bureau that all merchandise delivered fro that port, whether stored or not, must pay 1 per cent on the value of th invoice, as a storage charge. When the papers pertaining to the merchandis are late in arriving at Santos, and entry is not made within twenty-four hour the consignee on delivering same shall sign a bond (termo de responsibilidade for the value of the goods and amount of storage, as above. At the expiratio of one month a charge of one-half of 1 per cent is made for each addition month or fraction thereof.

Match Factory in Rio.

The work of enlarging the plant of the Diamond Matc Company, situated in Rio de Janeiro, is progressing ra idly, and under the direction of Messrs. PRESTON and WARNER, United Stat engineers, the new machinery is being installed. Within three months t installation of ten new machines for the manufacture of matches will be cor pleted, together with all accessories, new boilers, motors, etc. The facto Cruzeiro will then be able to produce daily 720,000 boxes of matches, or thr times its present production. Ten additional machines will be established du ing the current year if the consumption of matches in Brazil demands it. By i vast size and the perfection of its machinery, the factory Cruzeiro will be ab to supply the whole country, and will not only be one of the largest factories the world but also the most complete, since the machinery employed embod all the various improvements invented and patented in the United States recent years.

Rubber from Para and Manaos.

The "India Rubber World" of February 10 contai a condensed table of the exports of rubber from Pa and Manaos for the years 1889–1897; also the names of prominent exporte As a matter of general interest, that part of the table showing the tot exports to the United States and to Europe is reproduced here. It will seen that in the movement for 1897 (the largest on record) the United Stat resumed first place in the exports.

Year.	United States.	Europe.	Total.
	Pounds.	*Pounds.*	*Pounds.*
1889	20,004,066	14,946,888	34,950,9
1890	21,137,177	15,004,652	36,141,8
1891	23,872,690	15,335,157	39,207,8
1892	25,202,008	15,603,324	40,805,3
1893	25,011,027	17,163,404	42,174,4
1894	23,062,386	19,869,306	42,931,6
1895	24,804,854	20,983,759	45,788,6
1896	19,941,956	27,681,888	47,623,4
1897	25,565,885	24,014,017	49,579,9

COLOMBIA.

Trade Competition.

Mr. M. VILLIERS, Acting Consul-General of Great Britain at Bogota, in a recent report to the British Foreign Office, calls the attention of his Government to the active efforts that are being made by the United States to extend its trade in Colombia. In this connection he mentions the leading position held by the United States in the traffic in iron, steel, railway materials, and rolling stock, bridges, etc.; not only in the heavy materials, but also in such small articles as steel tools, saws, files, and rasps, meat choppers, wire nails, etc. Architectural sheet ironwork, barbed wire, bicycles, sewing machines, clocks, false jewelry, candles, and electrical appliances are also largely supplied from the United States, but in cotton, linen, or cloth goods there is a comparatively small trade.

Railroad Extension.

From information received directly from Barranquilla, it is learned that railway construction in the Republic of Colombia is at present quite active. The Antioquia Railroad, the property of the Department of that name, now operating for a distance of 32 miles from Puerto Berrio to Las Pavas, is being extended to Medellin, 91 miles. The Cucuta Railroad, operating between Cucuta and Puerto Villamizar, on the River Zulia, a distance of 34 miles, is to be extended to the Venezuelan frontier, and part of the work is already completed. The Girardot Railroad, from Girardot to Juntas de Apulio (24 miles), is to be extended to a point on the Factativa Railroad; this extension will be about 48 miles. The Cauca Railroad, which is now in operation from Buenaventura on the coast to San José (21 miles), has been handed over to the National Government; the line will be extended to Calé, 64 miles farther inland.

GUATEMALA.

Resumption of Specie Payments.

The President of the Republic has recently, by Executive Decree, declared that, dating from January 1, 1898, all duties, both import and export, of the country shall be paid in silver. The decree also provides for the resumption of specie payments, thus doing away with the paper currency which was authorized in the early part of the past year.

MEXICO.

Flax Culture.

The cultivation of flax in the State of Morelos is reported to have passed beyond an experimental stage and promises substantial results. Mr. HAMER, who has been interested in this culture for the past four years, has land under flax at different points of the Cuernavaca Valley and is negotiating for the lease of the Huaymac Valley, containing about 1,000 acres of land, a large proportion of which is said to be well suited to his purpose. The cloth manufactured from the flax raised by Mr. HAMER is stated to be of the best and most substantial quality.

Port of Vera Cruz.

The work of improvement of the harbor of Vera Cruz, which was commenced in 1895 by PEARSON & SONS, of London, under a contract with the Mexican Government, is progressing favorably. The details of the undertaking were published in the MONTHLY BULLETIN for

September, 1895. The inspecting engineer, who has supervision of the work for the Government, has recently made a report, from which it is learned that the construction of the breakwaters is proceeding satisfactorily; large blocks of concrete are being placed in them. Between the Mexican Railway wharf and the northeastern breakwater a depth of 8 meters and 50 centimeters (about 28 feet at low water has been obtained, and at Laja de Adentro 10 meters (33 feet depth is secured. In other portions of the harbor an immense amount of dredging has been done, giving a corresponding depth. The work of extending the custom-house wharf is going ahead, the piers being of steel and the floor wood. The construction of sewers is being pushed rapidly to completion.

Direct Communication with Kansas City.

The Port Arthur and Mexican Steamship Company, designed to operate in connection with the lately completed Kansas City, Pittsburg and Gulf Railroad, has been incorporated under the laws of the State of Missouri with a capital of $100,000. The line will at first be composed of two freight steamers; later on, it is anticipated that a passenger service will be added. The steamers will ply between Port Arthur, the terminus of the railway, and Mexican ports. It is stated that contracts have already been made which will guarantee 1,800 tons of freight per month throughout the year from points in Mexico, to Kansas City as a distributing point. This direct line of railway and steamship, acting under one management, will doubtless contribute greatly to the already large trade between Kansas City and tributary points, with Mexico.

Forfeiture of Railroad Concession.

The Mexican Government has declared forfeited the concession granted to R. MARIN & Co. for a railroad to be built from Toluca, the capital of the State of Mexico, to Iguala, traversing the mineral districts of Temascaltepec, Sultepec, Zacualpam, and Tasco. The act of forfeiture is based upon the failure on the part of the concessionaire to carry out the stipulations of the contract of December 17, 1896, approved by Congress January 5, 1897, which requires that work on the road should be commenced within twelve months from the last named date. The forfeiture of the concession carries with it the $5,000 guarantee fund.

Mineral Wealth of the State of Chihuahua.

According to an estimate made by Messrs. ENRIQUE C. CREEL, manager of the Miners' Bank, and FREDERICO DUCLOS, manager of the Mexican Ore Company, the mineral wealth of the State of Chihuahua is as follows:

Mines.	Value.
Santa Eulalia	$1,600,000
Parral	1,350,000
Cusihuiriachic	700,000
Batopilas	600,000
Barranca del Cobre	100,000
Urique	100,000
Corralitos	500,000
Cuasapares y Palmarejo	800,000
Morelos	50,000
Guadalupe y Calvo	150,000
Ocampo	400,000
Pinos Altos	350,000
Concheño	350,000

Mines.	Values.
Yoquivo	$50,000
Urachic	100,000
Magistral y Terrazas	300,000
Sabinal	300,000
Murillo	150,000
Descubridora	300,000
Total	8,150,000

NICARAGUA.

Shipments of Evaporated Bananas.

Mr. M. J. CLANCY, United States Consular Agent at Bluefields, informs the Bureau that some of the planters along the Escondido River and its tributaries are making experiments in shipping bananas put up in an evaporated form. The first shipment was made to New Orleans recently with very satisfactory results, and it is hoped that by this new process millions of small bunches of bananas suitable for drying but not adapted for exportation in the natural state may be utilized. At present the work is carried on in a very crude and clumsy manner, no one engaged in the industry having any practical knowledge of the subject. The introduction of machinery and labor suitable for this work will open a new and profitable industry in Nicaragua; also a market for manufactures and tools for this class of work made in the United States.

PARAGUAY.

Tobacco Culture.

The Paraguayan Government is taking active measures to revive the cultivation of tobacco, which formerly formed an important branch of industry in the Republic, being grown not only for home consumption but also for exportation. To this end the Government invited a number of Cubans, skilled in the tobacco industry, to make a report on the soil and possibilities of the country. In their judgment, the conditions in certain localities are almost identical with the best producing areas of Cuba. Near Villa Rica a large plantation has been designated as an experimental station, where native Paraguayans are being instructed in the methods employed in the cultivation of tobacco in Cuba. Although the crop on this reservation was small in 1896, the quality was pronounced equal to the "Vuelta Abajo," and samples were sent to the Brussels Exposition. In 1895 Paraguay exported tobacco to the amount of 4,744,096 pounds.

PERU.

Machinery for Mining.

The mining activity existing in Peru emphasizes in a marked manner the need for improved machinery in connection with that industry. One of the most pressing needs is felt in the matter of dredgers to reach the beds of the rivers, where immense quantities of gold are deposited. At present, very primitive means are adopted, simply wooden trays, containing about 15 pounds of sand. In consequence of incomplete facilities, the collection of the gold is only carried on from June to October, when the rivers are low, but by using dredgers work throughout the entire year would

be possible. The completion of the new road from Crucêro to Phara and to Huari-Huari, through a section of country rich in deposits, will afford facilities for the transport of machinery and the development of the gold mining in those parts of the country.

Japanese Immigration.

Mr. ALFRED ST. JOHN, Acting Consul-General of Great Britain at Lima, has advised his Government of the arrival in Peru of the representative of an immigration company of Tokio, who has succeeded in making arrangements with several sugar estate owners for the employment of at least 500 Japanese laborers in that country. It is added that a line of steamers will be established between Japan and South American ports. The object of the scheme is not only to relieve the congested districts of Japan of their excessive population, but eventually to open direct trade with South America.

Rubber Trade of Iquitos.

The rubber trade centering at Iquitos and exporting through the ports of Manaos and Para has long been very considerable. The "India Rubber World," published in New York, is authority for the statement that the direct rubber exports from Iquitos to Europe have increased ninefold in the last four years, and that the exports for transshipment at Manaos and Para have also largely increased. This development of trade is easily accounted for by the improved transportation facilities given to that part of the country. It is to be regretted, however, that in this new impetus to business on the upper Amazon the trade of the United States is practically nothing.

SALVADOR.

Payment of Import Dues.

By Executive Decree, the Republic of San Salvador provides for the payment of 53 per cent of its import duties on the following terms: 32 per cent in American gold, 10 per cent in customs bonds, 5 per cent in bonds issued by the Mint, and 6 per cent in bonds of the French debt. When the bonds are exhausted the corresponding portion will be payable in United States gold, from which it would appear that United States money has been adopted in this Republic as the basis of the newly introduced gold standard.

URUGUAY.

Trade with the United States in 1897.

Consul-General PRUDENCIO DE MURGUIONDO, representative of Uruguay in the United States, has furnished the Bureau with a statement of the trade between the two countries in the calendar year 1897. The total value of the exports to the United States was $4,391,063; the imports were $1,135,679, making a total trade of $5,526,742 for the year. The statement shows that the exportations for the first six months amounted to $3,560,115 and for the last six months $830,948. The exportation of wool during the first half of the year reached a value of $1,950,674 and for the last half it consisted of 85 bales, valued at $14,825, showing a shrinkage in this article of $1,935,849. For the calendar year 1896 the importations from the United States amounted to $1,452,331; these figures, compared with those for the year under consideration, show a decrease for 1897 of $316,652. Señor MURGUIONDO attributes the falling off in the trade to the political disturbances which existed in Uruguay during 1897. This condition of affairs being ended, he anticipates a restoration of the usual trade between the two countries.

BOLETÍN MENSUAL

DE LA

OFICINA DE LAS REPÚBLICAS AMERICANAS

UNIÓN INTERNACIONAL DE REPÚBLICAS AMERICANAS

VOL. V. MARZO, 1898. No. 9.

INFORME DE LA OFICINA.

SISTEMA OBSERVADO POR EL DIFUNTO DIRECTOR, MR. JOSEPH P. SMITH—ACTA DE LA COMISIÓN EJECUTIVA—NOMBRAMIENTO DE UN DIRECTOR PROVISIONAL.

El día 28 de febrero de 1898, á las 11 a. m., previa convocatoria del Secretario de Estado, tuvo lugar una reunión de la Comisión Ejecutiva de la Unión Internacional de las Repúblicas Americanas en el Departamento de Estado, estando presentes: El Secretario de Estado, Presidente; El Señor ROMERO, Ministro de México; El Honorable WILLIAM R. DAY, Sub-Secretario de Estado; Mr. FREDERIC EMORY, Director interino de la Oficina de las Repúblicas Americanas.

El Señor ANDRADE, Ministro de Venezuela, no pudo asistir en persona y designó al Señor ROMERO para que le representara, quedando así constituido el quorum de la Comisión.

El Presidente presentó el informe anual del Director de la Oficina, que, á propuesta del Señor ROMERO, fué aprobado, ordenándose se trasmitiera á las dos Cámaras del Congreso de los Estados Unidos y á los Gobiernos representados en la Unión Internacional.

El Sub-Secretario de Estado dió lectura á un informe de Mr. FREDERIC EMORY, referente á la condición de la Oficina.

Se presentó una proposición, que fué aceptada á moción del Señor ROMERO, para que se aprobaran los planes y recomendaciones

del Director Interino y para que se nombrara á Mr. FREDERIC EMORY Director de la Oficina de las Repúblicas Americanas, por un período que no pase del corriente año fiscal, que termina el 30 de junio de 1898.

En dicha proposición se manifesta que el nombramiento tenía por objeto poner al Director provisional en capacidad de reorganizar de la manera más completa los asuntos de la oficina, cancelar todos los contratos hechos por anuncios, solicitud de suscripciones ó cualesquier otros compromisos de carácter comercial, que en su concepto, fuesen en detrimento de los intereses de la Oficina; y además, reorganizar el cuerpo de empleados, reduciendo el personal ó los sueldos, disponiendo en la materia lo que juzgase más conveniente, "teniendo siempre en consideración los intereses generales de la Unión Internacional y los deseos de la Comisión Ejecutiva."

La Comisión dió instrucciones al Director de que cancelase de una vez todos los contratos vigentes para conseguir, en comisión, anuncios y suscripciones para las publicaciones de la Oficina y de eliminar la que en Nueva York tenía establecida.

De acuerdo con estas instrucciones, el Director, con fecha 28 de febrero, notificó al agente de anuncios de la Oficina lo que había dispuesto la Comisión Ejecutiva.

Seguirán recibiéndose como hasta ahora anuncios para el BOLETÍN MENSUAL.

El informe anual de la Oficina, con una nota explicativa del Director Interino, es como sigue:

OFICINA DE LAS REPÚBLICAS AMERICANAS,
UNIÓN INTERNACIONAL DE REPÚBLICAS AMERICANAS.
Washington, U. S. A., 28 de febrero de 1898.

Hon. JOHN SHERMAN,
Presidente de la Comisión Ejecutiva,
Unión Internacional de Repúblicas Americanas.

SEÑOR: Tengo el honor de adjuntar el informe anual del Director de la Oficina de las Repúblicas Americanas. Este trabajo fué preparado de acuerdo con las instrucciones del difunto Director de la Oficina, Mr. JOSEPH P. SMITH, y sigue punto por punto las notas que él remitió para que sirviesen de base á dicho documento. El borrador le fué enviado á Miami, Florida, pero llegó cuando

él se hallaba ya demasiado grave para ocuparse del asunto. Abrigo la confianza, sin embargo, de que el informe es la expresión de las ideas de Mr. SMITH y como presenta un acucióso resúmen de los trabajos de la oficina bajo su dirección é indica los planes generales que él tenía en mientes, he creido conducente presentarlo á la Comisión Ejecutiva para su consideración y para que sea transmitido, como el informe anual de esta Oficina, al Congreso de los Estados Unidos y á los Gobiernos de las otras repúblicas que forman parte de la Unión Internacional.

De Ud. respetuoso servidor,

FREDERIC EMORY,
Director interino.

MIAMI, FLA., *28 de enero de 1898.*

SEÑOR SECRETARIO DE ESTADO, *Presidente*, y
SEÑORES MIEMBROS DE LA COMISIÓN EJECUTIVA DE LA UNIÓN INTERNACIONAL DE REPÚBLICAS AMERICANAS:

SEÑORES: Al presentaros mi primer informe anual como Director de la Oficina de las Repúblicas Americanas, me complazco en felicitaros por la decidida mejora que hay en el carácter y radio de acción de esta Oficina, cuya sabia creación, como agencia internacional para el desarrollo del comercio y para dar mayor expansión á las relaciones fraternales de las repúblicas del continente occidental, ha sido, á mi juicio, ámpliamente confirmada por los resultados hasta ahora obtenidos, miéntras que el porvenir promete un robusto desarrollo á su esfera de actividad para producir mayores bienes en la práctica. Empresa tan nueva por sus miras como harto difícil, por que sobre ella pesan elementos de posible desacuerdo, como lo es la unión internacional de diez y nueve gobiernos distintos, cada uno de los cuales tiene su individualidad fuertemente marcada, debe ser, en la naturaleza de las cosas, experimental en sus comienzos, desarrollándose gradualmente de año en año.

Difícil sería hallar testimonio más fehaciente, por lo que toca á la solidaridad general de los intereses de las repúblicas de dos continentes sur americanos, que el que presenta el mero hecho de que ésta empresa, aunque frecuentemente amenazada por críticas hostiles de los de afuera, no sólo ha sobrevivido á todos los

ataques, sino que goza hoy, aún más que á los primeros albores de su comienzo, del apoyo más sólido y más decidido de todas las entidades de la Unión. Esta Oficina debe gran parte de su reciente desárollo á la participación más activa y la vigilancia de los representantes en Washington de las varias repúblicas que de ella forman parte; y acaba de recibir señalada muestra del generoso aprecio que de sus labores hacen en los Estados Unidos, con la reciente disposición dictada por el Congreso para subvenir á los gastos del corriente año fiscal.

Desde la fecha del último informe anual de mi predecesor, 26 de enero de 1897, se han dado á la luz las publicaciones siguientes:

Código de Nomenclatura Comercial en inglés, español y portugués (edición revisada).

Código de Nomenclatura Comercial en español, inglés y portugués.

Código de Nomenclatura Comercial en portugués, español é inglés.

Directorio Comercial de las Repúblicas Americanas, primer volúmen.

Servicio Diplomático y Consular de las Repúblicas Latino-Americanas y del Hawai en los Estados Unidos.

Servicio Diplomático y Consular de los Estados Unidos (correjido hasta el 29 de julio de 1897).

Manual de Alasca.

Manual de Guatemala (revisado).

Manual del Hawaii.

Derechos de importación en el Perú, 1896.

Derechos de importación en los Estados Unidos, 1897 (inglés).

Derechos de importación en los Estados Unidos, 1897 (francés).

Derechos de importación en los Estados Unidos, 1897 (portugués).

Derechos de importación en los Estados Unidos, 1897 (español).

Boletín Mensual, desde febrero de 1897 hasta enero de 1898, inclusive.

Directorio de los periódicos de la América Latina.

Lista Oficial de direcciones de la Oficina de las Repúblicas Americanas.

Reciprocidad y Comercio.

Comercio de Hispano-América.

Especificaciones del nuevo edificio de Gobierno en la ciudad de México.

Relaciones de Comercio en América.

Se acompañan ejemplares de estas publicaciónes, como Anexos *I* á XX, inclusive.

El más importante de los trabajos en este año ha sido la preparación del Directorio Comercial de las Repúblicas Americanas. Á poco de haber entrado en el desempeño de los deberes de mi cargo, hube de convencerme de que uno de los medios más eficaces para estrechar las relaciones entre los fabricantes y comerciantes de los diversos países, desarollándo así las industrias y el comercio, era poner á su alcance una fuente de informes fidedigna, en donde hallaran los nombres de aquellos que se ocupan en ramos especiales del comercio y de la industria, acompañada de cuantos datos se pudieran conseguir con relación á las fuentes de riqueza, comercio, manufacturas, usos comerciales, leyes de patentes y derechos de autor, licencias comerciales, tarifas aduaneras, reglamentos de pasaportes, etc., de las repúblicas americanas, las Antillas y las colonias de Centro y sud América, con las cuales están tan íntimamente ligados por relaciones comerciales.

Encontré que los comerciantes de los Estados Unidos, reconocían que una obra de esta índole era de urgente necesidad para la expansión del comercio con los países latino-americanos. Ya la Oficina había publicado directorios comerciales que, aún cuando fueron útiles en la época de su edición, habían envejecido. Comprendí que lo que se esperaba de la Oficina era una como enciclopedia práctica de las industrias y del comercio de los países que forman la Unión Internacional. Obra de tal magnitud exigía, desde luego, grandes gastos para recojer y compilar tan gran caudal de datos, traducirlos al español, portugués y francés y clasificar muchos miles de nombres.

Parecióme que, por sobre todas las cosas, era indispensable que el trabajo se ejecutara con el mayor cuidado posible, para que la publicación fuese reconocida por todos como una obra modelo y autoridad en su clase. En las circunstancias ordinarias esta labor hubiera exigido un largo período de tiempo, pero con la cooperación activa del Departamento de Estado y el aumento del personal de la Oficina para este objeto especial, con la valiosa ayuda de los Gobiernos interesados, por medio de sus representantes en Washington y los empleados de los diferentes ramos de la administra-

ción, llegué á terminar y publicar el primer volúmen, cerca d ocho meses después de haber pensado en el trabajo y cerca d cinco meses del día en que se comenzó á hacer con actividad. S pensó primero que toda la obra se haría en un volúmen, pero medida que adelantaba la labor se vió que era tan grande e número de datos valiosos acopiados, que sería necesario hacer do tomos. El segundo está en preparación y verá la luz el 1° d marzo.

En otras palabras, tendré la satisfacción de haber terminad con éxito, durante el primer año de mi empléo como Directo una empresa que confío sera prueba eficaz de la capacidad de l Oficina para desempeñar el objeto para que fué creada y en especi para dar á la luz publicaciones, que no solamente tienen valor prá tico para el comercio, sino que también son de importancia gener reconocida para economistas, financieros y legisladores de todo mundo. Por lo que á esto respecta, confío no se me achacará e egotista si alabo una labor en la que he tomado tan íntima part como lo demuestra el testimonio que acompaño, de un gr número de cartas que, sin ser solicitadas, he recibido de perso notables y organizaciones mercantiles (Anexo XXI).

Hállanse en éstas frases de encomio del antiguo Secretario Estado de los Estados Unidos, el Honorable RICHARD OLNEY, q fué también honorable Presidente de esta Comisión, y uno los partidarios más firmes del sistema que hoy rige en la Oficin del Honorable WARNER MILLER, identificado durante años c el Canal de Nicaragua; Mr. WILLIAM E. CURTIS, que fué primer director de la Oficina; Mr. CLINTON FURBISH, mi inmedia predecesor; Mr. THEODORE C. SEARCH, presidente de la Asoci ción Nacional de Manufactureros; un número de comerciant bien conocidos, que por mucho tiempo han estado identificad con el comercio de Sud América y un número de Senadores Representantes del Congreso de los Estados Unidos.

El 11 de noviembre de 1897 se enviaron ejemplares del prim tomo del Directorio á los Presidentes de las repúblicas que cor ponen la Unión, y ese mismo día se hizo formal presentació de un ejemplar al Presidente de los Estados Unidos, por repr sentantes de la Comisión Ejecutiva, compuesta del Honorab JOHN SHERMAN, Secretario de Estado de los Estados Unidos; Señor Don MATÍAS ROMERO, Ministro de México y el Señor D

MARTÍN GARCÍA MEROU, Ministro de la República Argentina. Adjunto un informe en extenso del acto. (Anexo XXII.) También se remitieron ejemplares de la obra á los miembros del Gabinete del Presidente, cuyo recibo anunciaron en términos de cordial aprecio, como se lee en sus cartas que acompañan. (Anexo XXII.) No obstante la creencia de que el Directorio puede soportar el más riguroso exámen, abrigo la esperanza de que las ediciones que se hagan en el porvenir, aumenten el valor que tiene para los grandes intereses en pro de cuyo desarrollo se formó.

La experiencia de la Oficina en la publicación del Código de Nomenclatura Comercial, cuya edición casi por entero está guardada en espera de compradores, me indujo á adoptar los métodos de las casas editoras de mayor éxito, el solicitar suscritores por adelantado. El departamento comercial de la Oficina, establecido necesariamente en Nueva York, como el gran centro mercantil para ese trabajo, ha logrado vender, hasta el 1° de enero, 3,079 ejemplares del Directorio Comercial, cuya suma alcanza á $15.395. El costo total del Directorio, incluyendo la compilación y redacción de la parte estadística y descriptiva y su traduccion á varios idiomas y el acopio y clasificación de más de 100,000 nombres de casas de comercio, fué cerca de $48,000. El producto del Directorio alcanzará á cerca de $20,000; por consiguiente el costo neto de la obra será cerca de $28,000. Soy de parecer que esta inversión está completamente justificada por los grandes resultados que de ella derivarán los intereses comunes.

Además de la preparación del Directorio Comercial, en cuyos trabajos se ha empleado una gran parte del tiempo y de las energías de la Oficina, ésta dió, durante el año pasado, mayores proporciones al BOLETÍN MENSUAL, órgano oficial de la Unión Internacional, y lo mejoró notablemente. La edición de este periódico es ahora de 75,000 ejemplares cada mes, de los cuales mas de 40,000 circulan en los países de la América latina; las entradas, por concepto de anuncios, aumentaron de $6,416.14 durante el año fiscal que terminó el 30 de junio de 1897, á $13,025.24 durante los seis meses siguientes al 31 de diciembre de 1897, ó sea más del doble. En los seis meses que trascurrirán desde el 1° de enero ál 1° de julio de 1898, las entradas por aquel concepto no bajarán probablemente de $30,000, y se abriga la

esperanza de que los gastos de publicación del BOLETÍN pueda sufragarse con el producto de los anuncios.

No es el propósito hacer de aquella publicación una fuente d lucro para la Oficina, sino simplemente obtener los medios d conseguir el mejor material para sus páginas y extender su circu lación por todos aquellos puntos que puedan ser de importancia e el desarrollo del comercio internacional. Como se verá, d seguirse este plan, el BOLETÍN se convertirá al cabo en gran agent promotor de los intereses de los fabricantes y de los hombres d negocios de todas las repúblicas.

Cuando me hice cargo de la dirección de la Oficina, m asaltaron dudas respecto á la inserción de anuncios pagos en e BOLETÍN, pero después de haber meditado sobre este punto, m convencí de que los beneficios que de ello habían de derivar la repúblicas americanas, como resultado de la adopción de aqu sistema por los representantes de la Unión Internacional en 189 justificaban cumplidamente el acuerdo tomado en aquella fech Una de las razones más importantes que abonan la inserción c anuncios en un periódico de aquella naturaleza, se encuentra en hecho de que los anuncios constituyen el único medio de info mación de carácter práctico de que disponen los habitantes de u país, para venir en conocimiento de las industrias, del comercio de las oportunidades comerciales, en general, de otros países.

Esto está demostrado claramente por la experiencia práctica d la Oficina, que ha recibido un gran número de cartas de fabr cantes, comerciantes y exportadores de los Estados Unidos, e las cuales se le informa que el tráfico comercial ha ganado, consecuencia de la comunicación directa entre el vendedor y consumidor, obtenida por medio de los anuncios en el BOLETÍ Adjunto á este informe se encontrará un número considerable c cartas de importantes casas de comercio de los Estados Unido en las que se citan casos de transacciones comerciales obtenid por aquel medio. (Anexo XXIII.)

Estos beneficios hacen relación directa á los Estados Unidos, por esta razón yo creo que ésta Oficina tiene motivos para esper un apoyo proporcional de este país; pero el aumento de tráfic comercial que habrá de seguirse, aprovechará por igual á tod los países que forman la Unión Internacional.

El Código de Nomenclatura Comercial, que el primer Dire

tor de la Oficina comenzó bajo instrucciones de la Unión Internacional, se concluyó é imprimió—en mejor forma que la proyectada en un principio—en inglés, español y portugués, conteniendo cada tomo los equivalentes en los tres idiomas mencionados, en los tres meses siguientes á mi nombramiento de Director.

La importancia de esta obra en cuya preparación se emplearon siete años, es generalmente reconocida por todas las personas interesadas en el comercio latino-americano, y es de esperarse que como consecuencia de su aplicación al uso práctico, será en su día aumentado y perfeccionado.*

Durante el verano pasado, la Oficina publicó dos manuales, el de Alasca y el de Hawaii, por haber tomado en consideración el interés popular que despertaron el descubrimiento de depósitos de oro en aquel territorio y el proyecto de anexión de Hawaii á los Estados Unidos, así como también la necesidad de suministrar informes á estos respectos, necesidad que se esperaba que la Oficina satisficiera. Las islas de Hawaii, aúnque no forman parte de la Unión, fueron incluidas en el programa de los trabajos de la Oficina, y yo creo que las especiales relaciones de aquellas islas con los Estados Unidos, justifican su inclusión en la esfera de actividad de la Oficina. Por igual razón se incluyó el capítulo sobre dichas islas en el volúmen I del Directorio Comercial. La pronta publicación de los cambios ocurridos en los aranceles de aduana de los diversos países que componen la Unión, se llevó á cabo durante el año, y se tiraron ediciones especiales de las nuevas tarifas de aduana del Perú y de los Estados Unidos; la de este último país se publicó en español, portugués y francés, de igual suerte que en inglés. Se están preparando ediciones corregidas de los manuales del Brasil, de Colombia, Costa Rica, México y Venezuela, que se publicarán tan pronto como sea posible, en volúmenes más extensos, y con los últimos datos estadísticos.

Además de las publicaciones descritas, la Oficina ha creado una sección de información para contestar de la manera más pronta, exacta y completa que sea posible, las numerosas preguntas relativas á datos específicos sobre las repúblicas de la América latina que se reciben cada día en la Oficina. Desde el 1° de setiembre se han

*Véase el BOLETÍN de febrero, página 1354. El Código de Nomenclatura Comercial fué adoptado por el Departamento del Tesoro de los Estados Unidos como obra de uso en las aduanas.

recibido 400 comunicaciones de esta clase, las cuales han sido contestadas con prontitud, después de practicadas las oportunas investigaciones; esto ha contribuido al mejor conocimiento del estado general de los negocios entre los países naturalmente interesados en el más amplio intercambio de sus productos. Y como los trabajos de la Oficina se aumentaron en proporciones tales, se hizo necesario aumentar considerablemente el personal de la Oficina para atender á la necesidad de publicar cuanto antes el Directorio Comercial. Cuando el período de urgencia hubo pasado, el personal fué reducido casi á su número normal, pero puedo decir francamente que si el trabajo de la Oficina ha de responder á las necesidades del desarrollo del comercio entre las repúblicas del hemisferio occidental, hay necesidad de emplear un personal nutrido y costoso. Además de un considerable número de amanuenses, es absolutamente indispensable contar con traductores idóneos, capaces de hacer la pronta versión al español, portugués y francés, del número considerable de datos dispuestos para publicación.

Además de estos empleados, la Oficina debería contar con los servicios de escritores competentes en los puntos económicos que constituyen la base del desarrollo sólido del comercio entre las repúblicas americanas. El trabajo que, previa la aprobación de la Comisión Ejecutiva, habrá de continuar con inquebrantable energía, exije la mayor habilidad y sería inútil ocultar el hecho de que los grandes fines de la Unión Internacional no podrán llevarse á cabo con éxito, sin contar con un presupuesto más amplio que el que hasta el presente ha tenido la Oficina. Esto aparece más evidente cuando consideramos el hecho de que aun los trabajos llevados á cabo por mis predecesores—que aunque realizados de modo imperfecto y poco satisfactorio, les recomienda en grado sumo, si se tienen en cuenta las condiciones desventajosas que los presidieron—no habrían podido llevarse á la práctica sin haber excedido los términos del presupuesto, que nunca subió de $36,000 anuales.

Fácil es cerciorarse, previa investigación, de que los anteriores directores de la Oficina se vieron obligados á recurrir á ciertos expedientes para poder llevar á cabo las publicaciones que han venido dando á la luz pública de cuando en cuando. Habría sido imposible hacer esto contando sólo con los fondos que tenían á su disposición. Se realizaron estos trabajos por virtud de la

ización que se obtuvo del Congreso de los Estados Unidos,
imprimir los diversos manuales y otras publicaciónes como
nentos del Congreso, cuyos gastos habrían de cargarse, por
, al fondo general para impresos. Sin embargo de esto, hubo
ts en las cuentas con el Impresor Público, y recientemente se
scubierto que esta deuda asciende á una suma considerable.
o yo no gocé de la ventaja de mis antecesores respecto á la
ización mencionada, me encontré en una situación de grande
ejidad al tratar de resolver las dificultades. Sin embargo,
o que este punto será resuelto satisfactoriamente por el Con-
de los Estados Unidos.

ı adición temporal de un cierto número de empleados al per-
de la Oficina, dió márgen necesariamente al aumento de los
s; y el pago de estos trabajos ha venido haciéndose con las
das por concepto de anuncios después de haberse agotado el
:o del presupuesto. En estas circunstancias llamé la atención
: el asunto al Secretario de Estado de los Estados Unidos, y
dió al Congreso de los Estados Unidos que votara un pre-
esto suplementario por $41,972 para cubrir los gastos de la
ina durante los seis meses que terminarán el 30 de junio de
. Este presupuesto fué votado sin objeciones, hecho éste que
uestra que el Congreso apreció el valor práctico de los trabajos
Oficina.

ımbién se ha hecho la recomendación al Congreso de votar
ma de $36,000 para los gastos de la Oficina en el año fiscal
ermina el 30 de junio de 1899. Deséo consignar, sin embargo,
:ste importe, no responde, á mi juicio, á las futuras necesidades
Oficina, y yo me permito indicar á los representantes de los
s que componen la Unión Internacional, la conveniencia de
r medidas para asegurar á la Oficina el uso de las cantidades
ıue contribuyen las otras repúblicas, que al presente se pagan
esoro de los Estados Unidos, para reembolsar á éste del
rte de las cuotas de los diferentes países. De esta suerte, las
das por aquel concepto serían de unos $45,000 á $50,000.
esto sería totalmente inadecuado á las actuales exigencias, y es
perarse que se tomen las medidas oportunas para asegurar
Oficina una entrada en armonía con el valor é importancia
ica de sus trabajos.

ıo de los puntos en que he venido fijando mi atención desde

que me familiarizé con el carácter y fines de esta Oficina, es
necesidad de una cooperación activa de todos los miembros de
Unión Internacional, no solamente de parte de los gobiernos c
aquellos países, á los cuales estoy altamente reconocido por
valioso apoyo que han prestado á esta Oficina, sino de los eleme
tos industriales y comerciales de todas clases. Yo creo que
mejor modo de servir este propósito no sería otro que el nom
bramiento de delegados representantes de la Oficina que hayan c
prestar sus servicios gratúitamente en los principales centros indu
triales y comerciales de los diversos países. Sería entonc
obligación especial de la Oficina mantener perfectamente infc
mados á estos representantes respecto al desarrollo del comercio
sus oportunidades, condiciones del mercado, exigencias de l
consumidores, etc., según los datos que ésta reciba de sus c
versas fuentes de información; y los comisionados, á su ve
suministrarían á la Oficina, desde sus respectivas localidades, u
gran número de valiosos informes, llamando al mismo tiempo
atención de las localidades vecinas, más inmediatas hácia l
trabajos de la Oficina. Yo confío en que esta idea se recome
dará por sí misma á la consideración de la Comisión Ejecutiva
que ésta prestará su cooperación á lo que yo conceptúo com
medio práctico y eficaz de extender las relaciones comerciales.

Tengo el placer de informar á la Comisión Ejecutiva que
Oficina, por méritos de la recomendación de la Comisión y de l
buenos oficios de los representantes de los países latino-americam
en los Estados Unidos, y de los ministros de los Estados Unidos
aquellas repúblicas, ha obtenido el valioso privilegio de utiliz
gratúitamente el servicio postal de las repúblicas de Costa Ri
Ecuador, Guatemala, Haiti, Honduras, Nicaragua y Venezue
para la distribución de sus publicaciones. Desde que me hi
cargo de la Oficina, consideré de gran importancia la concesi
de aquel privilegio y consigno con placer el hecho de que
diversas repúblicas accedieron prontamente á mi solicitud. Ant
México era el único país de la Unión Internacional que hab
extendido aquel privilegio á las publicaciones y á la correspc
dencia de la Oficina. Yo confío en que, con el tiempo, todos l
miembros de la Unión Internacional accedan á la concesión
dicho privilegio que representa una gran economía en los gast
generales de la Oficina.

Una de las pruebas más satisfactorias que ha llegado hasta á mí, de la creciente estimación que existe por los trabajos de la Oficina, es el interés activo que han demostrado grandes organizaciones mercantiles de los Estados Unidos, como la Asociación Nacional de Manufactureros, los Museos de Filadelfia, las Asociaciones de Exportadores de Nueva York, el Club Español de San Luis y otras. Estas diversas sociedades, desde hace tiempo vienen haciendo esfuerzos especiales para cultivar y ensanchar las relaciones comerciales entre los Estados Unidos y sus vecinos del Sur. Los Museos de Filadelfia han dado notable prueba de su liberalidad y espíritu emprendedor con la gira que durante el verano pasado hicieron por los Estados Unidos los comerciantes de la America latina; ésta fué resultado de los esfuerzos especiales de aquella empresa. La Asociación Nacional de Manufactureros acaba de tomar últimamente una medida práctica de grande importancia, como lo es el establecimiento de un almacén de muestras en Caracas. Todas estas organizaciones reconocen de hecho que esta Oficina podría servir como instrumento poderoso, no para adelantarse ó sobreponerse á sus trabajos, sino para ayudarlos con esfuerzos inteligentes y bien dirijidos. Yo concibo la misión de la Oficina como una inmensa agencia cuyo objeto es mostrar el camino y apartar los obstáculos con que tropiezan las empresas de particulares ó de compañías.

La parte mercantil que se ha introducido en el manejo de la Oficina, ha sido, á mi entender, útil para alcanzar esos fines. Sería, en mi concepto, infortunado que la Oficina colidiera, innecesariamente, en detalles con cualquier agencia organizada para dar expansión al comercio. Creo que todas estas agencias deberían ser estimuladas y ayudadas en su desarrollo; y tengo confianza en que el mejor modo de ensanchar sus intereses, es cooperar con la Oficina en sus esfuerzos para infundir inteligencia y energía en el curso general del comercio entre los distintos países. Todo cuanto tienda al aumento de las rentas de la Oficina y á su perfeccionamiento redundará al fin en beneficio de todos aquellos que tratan de conseguir mayor porción del comercio entre las distintas repúblicas. Por estas mismas razones, es patente el interés de la Oficina en las diversas empresas que hay para celebrar exposiciones de las industrias y el comercio de los diferentes miembros de la Unión, para establecer museos de manufacturas y otros

productos, para aumentar el radio de las agencias de inteligenci comercial y todas los proyectos análogos.

Con este motivo deseo llamar particularmente la atención á l Exposición Trans-Misisipiana de Omaha, que se celebrará en e próximo verano; á la Exposición Pan-Americana de 1889 er Buffalo, que merece especialmente el apoyo más decidido de l Unión Internacional; á la Exposición de Paris in 1890 y tam bién á las exposiciones proyectadas en varios de los países qu forman la Unión. En mi concepto, la Oficina de las Repúblic Americanas debe estar representada de una manera adecuada e todas estas exposiciones y la necesidad de hacerlo así es otra de l razones para que se aumenten sus rentas. Someto, respetuos mente, este asunto á la consideración especial de la Comisió Ejecutiva, y me complacería ver aprobado formalmente el pl indicado.

Otra de las materias que ha ocupado sériamente mi atención que me ha interesado más y más, á medida que me he ido famil rizando con las condiciones prácticas del comercio entre los distint países de este hemisferio, es la necesidad absoluta de hacer conveni eficaces de reciprocidad para el desarrollo propio del comer americano entre los americanos. Asunto es este, como lo sabe Comisión Ejecutiva, encomendando al estudio de un Comisiona Especial Plenipotenciario de los Estados Unidos y confío s ceramente en que sus labores sean ricas en resultados prácticos p todos los países que forman la Unión Internacional. A mi juic no es de dudarse que los fabricantes de los Estados Unidos est sumamente ansiosos de entrar en convenios de esta índole, que permitan disponer de sus productos entre los países latino-ame canos y que su influencia será agente poderoso para conseg concesiones tales, que aseguren á aquellos países más amplia sali de sus productos en los Estados Unidos. Considero como de especial mio ayudar de cuantos modos estén á mi alcance desarrollo de ese movimiento, y es para mi particularmente gr notar que existen muchas indicaciones de la misma índole, no t solamente en los Estados Unidos, sino también en las repúblic sus asociadas en la Unión Internacional.

Para mí es profundamente penoso que el estado de mi sal en los seis meses últimos, haya sido tal que me impidiera por en ejecución los planes que me había propuesto seguir, con

energía que mi presencia constante en el lugar de acción me hubiera permitido poner en juego. Confío, empero, en que ninguno de los intereses de la Oficina haya sufrido menoscabo, sino que por el contrario, haya progresado de manera notable. Al mejorar mi salud, será para mí motivo de gran placer entrar de nuevo en el desempeño de mis deberes con la conciencia de haber merecido vuestra aprobación y saber que puedo contar con vuestra cooperación para hacer más extenso el radio de acción de la Oficina, dirijiéndola de modo que dé por resultado final el goce completo de los planes tan sabios como generosos á que obedece la creación de la Unión Internacional.

Acompaño una demostración de los ingresos y egresos de la oficina hasta el 1° de enero de 1898. (Anexo XXIV.)

Con protestas de agradecimiento al Honorable Presidente de la Comisión Ejecutiva y á los distinguidos Ministros que la componen, por sur direcciones y consejos en varios momentos críticos por que ha pasado la Oficina durante el año pasado,

Tengo el honor de suscribirme, obediente servidor,

JOSEPH P. SMITH, *Director.**

ANEXOS.

I-XX. Publicaciones de la Oficina de las Repúblicas Americanas.
XXI. Cartas de hombres de negocios recomendando el Directorio Comercial.
XXII. Relato de la presentación del Directorio Comercial al Presidente de los Estados Unidos; carta de envío y cartas de los miembros del Gabinete referentes á la materia.
XXIII. Cartas de hombres de negocios relativas á los anuncios en el BOLETÍN MENSUAL.
XXIV. Ingresos y egresos de la Oficina.
Por motivo de su extensión omítense aquí estos anexos.

ANUNCIOS EN EL BOLETÍN.

La circular que sigue, explicando el proceder de la Comisión Ejecutiva al rescindir el contrato que tenía celebrado con Mr. CHARLES E. LOCKE, agente de anuncios que fué de la oficina, ha

*Cuando el informe precedente le fué sometido á Mr. SMITH para su aprobación, él estaba ya gravemente enfermo. Como se ha dicho, este documento fué preparado con los datos que él escribió.

sido enviada á los anunciadores en el BOLETÍN MENSUAL, y á Junt de comercio, publicaciones comerciales, comerciantes de nota, et

OFICINAS DE LAS REPÚBLICAS AMERICANAS
UNIÓN INTERNACIONAL DE REPÚBLICAS AMERICANAS,
Washington, U. S. A., 5 de marzo de 1898.

SEÑOR:

Pongo en conocimiento de Ud. que en la reunión celebrada el 28 de febr por la Comisión Ejecutiva de la Unión Internacional de Repúblicas American fuí nombrado Director de la Oficina de las Repúblicas Americanas, por período de tiempo que no pase del año fiscal que termina el 30 de junio 1898, con el objeto de reorganizar los asuntos de la Oficina. En dicha reuni recibí instrucciones de rescindir el contrato celebrado con Mr. CHARLES E. Loc para conseguir, en comisión, anuncios y suscriciones para las publicaciones de Oficina, por haberse visto que este sistema causaba gastos por mucho superio á los ingresos y que al mismo tiempo ponía en conflicto los intereses de las pub caciones comerciales y casas editoras de los Estados Unidos, con esta Oficina.

El objeto primordial de la Comisión Ejecutiva, que, como Ud. sabe, está co compuesta de los representantes de las repúblicas latino-americanas y de Estados Unidos, fué crear una renta de los anuncios, que ampliase el radio utilidad de la Oficina, sin causar mayores gastos á los Gobiernos que de e forman parte.

Abrígase la creencia de que se pueden servir estos intereses sin causar perjui á los de particulares en el país, si se continúa recibiendo anuncios para el Bo TÍN MENSUAL de la Oficina, haciendo dicha publicación tan valiosa que mere el apoyo, no tan sólo de las casas de comercio que solicitan mercados en países latino-americanos y de los exportadores de allá que deseen vender mercancías en los Estados Unidos, sino también de las publicaciones comercia y de todos los intereses que puedan derivar beneficios con el desarrollo comercio con la América latina.

Aun no se han perfeccionado los detalles de este ramo de la Oficina; mient se logra hacerlo, ruego á Ud, respetuosamente, que estudie con atención el asun Mucho me complacería poder contar con su apoyo en mis esfuerzos para lle á cabo lo que, según mi conocimiento personal, era el plan del difunto Direc JOSEPH P. SMITH, esto es, colocar los trabajos de la Oficina en la esfera digna qu corresponde, haciendo de ella una agencia activa para el desarrollo del comer entre las Repúblicas de América.

Soy su atento servidor,

FREDERIC EMORY,
Director.

RELACIONES COMERCIALES EN AMÉRICA—IX.*

RIQUEZAS INTERIORES DE LA AMÉRICA CENTRAL.

En el número del BOLETÍN MENSUAL correspondiente al mes de febrero, se trató de las riquezas interiores de México. Vamos ahora á hablar de las de la América Central, que es una de las tres grandes secciones en que se divide nuestro continente.

Con una extensión territorial casi igual á la de Francia, la América Central contiene apenas una población menor que la de Bélgica, cuyo territorio es mucho más pequeño que el de la República de Costa Rica. Teniendo un suelo riquísimo que da en abundancia todos los productos de la zona tropical, con una posición geográfica sin rival, gozando de un clima suave y saludable, con un inmenso litoral sobre ambos mares y con la perspectiva de un canal interoceánico á traves de su territorio, la América Central está destinada á un brillante porvenir y á ser uno de los grandes emporios del comercio universal.

La falta de buenas vías de comunicación entre los cinco Estados ha estorbado, hasta cierto punto, el desarrollo de aquel bello país, pero de algunos años á esta parte, se trabaja con actividad en la construcción de ferrocarriles, que si bien hasta el día están destinados solamente al tráfico interior de cada sección, más tarde las enlazarán á todas y darán por resultado un gran incremento en la industria, la agricultura y el comercio.

Las principales vías férreas que en la actualided existen en la América Central son éstas: en Guatemala, el Ferrocarril del Sur, que parte del puerto de San José, en el Pacífico, pasa por Escuintla y termina en la capital, despúes de haber recorrido un trayecto de 75 millas; el Ferrocarril Occidental, que tiene 41 millas de largo y une á San Felipe con el puerto de Champerico; un ramal del Ferrocarril del Sur, entre Escuintla y Patulul; una línea de Iztapa á la estación de Naranjo, en el Ferrocarril del Sur ó Central, y 129 millas del Ferrocarril del Norte, desde Puerto Barrios á Rancho de San Agustín. En El Salvador hay la línea férrea que

*El primero de esta serie de artículos por el difunto Director JOSEPH P. SMITH, fué publicado en el BOLETÍN MENSUAL correspondiente al mes de julio de 1897. Se continuara la publicacioñ de estos artículos, escritos por varios colaboradores y de conformidad con el plan adoptado por el mencionado Señor SMITH.

va del puerto de Acajutla á la ciudad de Santa Ana; la Armenia á la Ceiba, y la de Santa Tecla á la capital. Hondu tiene un ferrocarril que une á Puerto Cortéz con San Pedro Su En Nicaragua existe una buena línea férrea dividida en dos s ciones. La primera corre de Corinto á Momotombo, sobre lago de Managua, por una distancia de 58 millas, y la segun que es de 32 millas, va de Granada á la capital, que también e situada á orillas del mismo lago. La comunicación entre e último punto y Momotombo se hace por medio de vapores peq ños, pero muy cómodos y bien construidos.

Costa Rica cuenta con dos ferrocarriles abiertos al tráfico, u hacia el Atlántico y otro hacia el Pacífico. El primero es de mayor importancia, como que une á la capital con el puerto Limón, que es el principal de la República y uno de los mejo de la América Central. Esta línea tiene una extensión de 1 millas y termina en Alajuela. La otra vía férrea corre de Espa al puerto de Puntarenas y es solamente de 14½ millas. En los ferrocarriles que al presente se construyen en la Améri Central, deben mencionarse los siguientes: en Guatemala, Ferrocarril del Norte, entre Puerto Barrios y la capital de República, una parte del cual está ya terminada, como que dicho; en El Salvador está para concluirse un ferrocarril del pue de la Unión á la capital, que tendrá más de 200 kilometros largo y que pasará por las principales ciudades del orien También se está construyendo la sección de la Ceiba á San Tecla. En Nicaragua están muy adelantados los trabajos en la férrea de Masaya á Diriamba, que atraviesa por una de las par del país donde se produce mejor café, y en Costa Rica se ha da principio á la construcción del ferrocarril al Pacífico.

Los principales productos de la América Central son café, a car, cacao, añil, maíz, tabaco, goma elástica ó hule, cueros, ma ras de construcción, palos de tinte y todas las frutas tropica entre las cuales ocupa el principal lugar el plátano. El c centroamericano es famoso en todos los mercados del mun Su cultivo se ha desarrollado en los últimos años de una man asombrosa y continúa aumentando, á pesar de que el precio artículo ha bajado considerablemente. En Guatemala y Co Rica la cosecha de café representa la mayor parte de la produ ción nacional. En la primera de estas Repúblicas había en 18 una extensión de algo más de 964 caballerías dedicadas al culti

del café y el número de árboles era entonces de 64,186,922. La cosecha ascendió á 36,999,464 libras en aquel año.

El café es el gran producto de Costa Rica, adonde fué llevado por primera vez en 1796, y el que se da en aquel país es de superior calidad, como se prueba por los altos precios que ha obtenido en los mercados de Europa, principalmente en Inglaterra. Se exportan anualmente cerca de 40,000,000 de libras. En la Exposición de Chicago hubo 75 expositores de café costarricense, de los cuales 55 recibieron medallas, proporción que no logró ninguno de los otros países que figuraron en aquel gran certamen. En El Salvador el café se da en todos los departamentos del Estado. En las tierras altas que se encuentran en el interior de Honduras se produce café de excelente calidad, y aunque hasta ahora la producción ha sido limitada, todo indica que dentro de poco tiempo habrá aumentado notablemente. En un informe que dirigió al Departamento de Estado, con fecha 6 de febrero de 1897, acerca del cultivo de café en Nicaragua, el Ministro BAKER se expresó como sigue:

"Para ilustrar el desarrollo que ha tenido la industria del café en esa sección (Matagalpa), observaré que cuando llegué á este país, hace cuatro años, no había aquí más que veintiocho americanos, contando hombres, mujeres y niños. En la actualidad hay una colonia de noventa americanos. * * * En 1893 el número de cafetos se calculaba en menos de 50,000, y de éstos muy pocos estaban frutando; hoy existen más de 7,000,000 de árboles. Si la estación es buena, se cree que la cosecha del año entrante alcanzará á 4,000,000 de libras, debido á que los nuevos cafetos van á estar dando fruto. El capital americano invertido en Matagalpa en 1893 no pasaba de $50,000 en moneda de los Estados Unidos. Al presente, las compañías americanas han invertido la cantidad de $405,000 y los particulares la suma de $155,000, lo cual arroja un total de $560,000, oro."

Según datos suministrados por la Oficina de Estadística del Ministerio de Hacienda de los Estados Unidos, las exportaciones de café de la América Central para este país fueron en 1897 como sigue:

De Costa Rica	$3,439,374
De Guatemala	1,862,589
De Honduras	847,230
De Nicaragua	1,262,701
De El Salvador	1,112,534

Todas estas cantidades son en oro americano.

El cacao de Centro América es justamente renombrado y el c Guatemala es el mejor del mundo, pero casi todo se consume e el país y así es que no constituye un artículo importante d exportación.

La cría de ganado es una de las grandes riquezas de la América Central y de todos los cinco estados, Honduras es probablemente el que reune las mayores ventajas para esta industria, aunque Guatemala y Nicaragua las ofrecen también en gran escala.

El tabaco centroamericano es tan bueno como el de México y los cigarros salvadoreños gozan de grande y bien merecida reputación.

El plátano ó banano es uno de los productos más importantes de la América Central. Es una planta de cultivo sencillísimo y que rinde opimo fruto con pequeños esfuerzos. La exportación de este artículo de varios puntos de la costa centroamericana sobre el Atlántico, ha crecido muchísimo y aumenta de año en año. Toda la cosecha se envía á los Estados Unidos y hay líneas de vapores que se dedican á este tráfico casi exclusivamente.

La América Central es uno de los países del Nuevo Mundo más ricos en miñerales y casi por todas partes se encuentra oro, plata, hierro, cobre, plomo, azogue, carbón de piedra, etc. La explotación de minas de oro constituye una gran industria, en la que están interesadas muchas compañías extranjeras. Honduras es quizá el país centroamericano que contiene el mayor número de minas y su riqueza mineral es incalculable; pero también Guatemala, Nicaragua y Costa Rica ocupan un lugar muy prominente por sus depósitos de oro y de otros metales. La explotación de éstos no ha llegado aún á su completo desarrollo y todo parece indicar que lo que hasta ahora se conoce de la gran riqueza metalífera de la América Central parecerá poca cosa cuando se haya descubierto lo que todavía está por conocerse.

Larga tarea sería enumerar detenidamente uno por uno todos los productos que da el privilegiado suelo de la América Central, pero lo que dejamos consignado atrás demuestra cuán rica es aquella tierra, que habitada hoy apenas por poco más de tres millones de seres humanos, pudiendo contener holgadamente treinta millones, produce, en proporción á su población, tanto como los países más productores del globo.

El tráfico de los Estados Unidos con los países centroamericanos ha tomado en los últimos años un gran incremento. Según los datos suministrados por la Oficina de Estadística del Ministerio de Hacienda de los Estados Unidos, las exportaciones de este país á la América Central durante el año económico de 1896–97, fueron como sigue:

A Costa Rica	$1,292,709
A Guatemala	2,992,118
A Honduras	669,682
A Nicaragua	1,038,664
A El Salvador	1,596,861

Lo que este país importó de aquéllos en el mismo período fué lo siguiente:

De Costa Rica	$3,439,374
De Guatemala	1,862,589
De Honduras	847,230
De Nicaragua	1,262,701
De El Salvador	1,112,534

La América Central ofrece vastísimo campo al espíritu de empresa del pueblo americano. Sus puertos están en constante comunicación con los de los Estados Unidos en el Atlántico y en el Pacífico. Las principales líneas de navegación entre este país y los Estados centroamericanos, son la "Pacific Mail Steamship Line," cuyos vapores salen de San Francisco de California y tocan en todos los puertos de la América Central sobre el Pacífico; la línea "Atlas," cuyos vapores van á Limón, en Costa Rica, á Puerto Barrios, en Guatemala, y á San Juan del Norte, en Nicaragua; la "Panama Railroad Steamship Line," que hace viajes regulares entre Nueva York y Colón, en Colombia, y cuyos vapores hacen conexión con los de la "Pacific Mail," que corren de Panamá á los puertos centroamericanos; la "New York and Central American Steamship Line," que va de Nueva York á Puerto Barrios; la "New Orleans, Belize Royal Mail, and Central American Steamship Company, Limited," de Nueva Orleans á Puerto Barrios; la "Royal Mail Steamship Co.," que tiene vapores que van semanalmente de Nueva Orleans á Puerto Cortéz, y algunas otras.

Por su proximidad á los Estados Unidos, la América Central tiene naturalmente que estrechar cada día más sus relaciones

comerciales con este país, pues produciéndose aquí, tan bien ó mejor que en Europa, todos los artículos que en los cinco estados se consumen, no parece existir razón alguna para que vayan á buscarlos al otro lado del Atlántico. Si hasta hoy el tráfico de aquellos pueblos con los Estados Unidos no tiene toda la importancia que debería tener y que tendrá en día no lejano, esto se debe, en gran parte, á que todavía no se comprende bien en algunos puntos de la América Central lo que vale la industria norteamericana. Los fabricantes de este país no se han empeñado quizá lo bastante en dar á conocer sus productos á los comerciantes centroamericanos, y por eso no es de extrañar que, acostumbrados éstos por largos años á traficar con Europa, continúen haciéndolo todavía en considerable escala, á pesar de la distancia que separa á la América Central de los mercados del Viejo Mundo.

Cuando se ha establecido una corriente comercial, es difícil tarea el desviarla, y esto solamente puede conseguirse por medio de grandes y constantes esfuerzos, que demuestren á los consumidores las ventajas que un nuevo mercado ofrece sobre los viejos. Además, siendo el comercio cuestión de intereses y no de sentimiento, la reciprocidad es indispensable para su desarrollo, pues cada país irá á buscar siempre lo que necesite á aquél que, á su vez, le tome en cambio sus productos. El día que los comerciantes centroamericanos lleguen á convencerse de que los artículos que exportan pueden venderse más ventajosamente en los Estados Unidos que en Europa, y de que pueden comprar en este país á los mismos precios y en iguales condiciones mercancías tan buenas como las que compran en Francia, Inglaterra y Alemania, por ejemplo, y aun mejores, todo el tráfico de la América Central se hará con este país, porque la distancia que separa á los puertos centroamericanos de los grandes centros industriales de Europa haría imposible la competencia por parte de éstos. De Nueva York al puerto de Limón, en Costa Rica, hay 2,025 millas, y de Nueva Orleans al mismo punto, solamente 1,340. De San Francisco á Puntarenas, en Costa Rica, hay 2,793 millas, y siendo ésta la república centroamericana que está más al sur, es claro que sus puertos se encuentran algo más distantes de los Estados Unidos que los de Guatemala, El Salvador, Honduras y Nicaragua. Sin embargo, compárense las referidas distancias con las que median entre el litoral centroamericano sobre el Atlántico

y los puertos de Inglaterra, Francia y Alemania, y desde luego se notará la ventajosa posición de los Estados Unidos, tratándose del tráfico con la América Central. El establecimiento de una exhibición permanente de manufacturas americanas en Centro América, como la que se ha abierto en la capital de Venezuela, contribuiría notablemente al objeto en referencia. Sería asimismo de gran utilidad el envío de agentes comerciales competentes, conocedores del país, de sus gustos y de su idioma, que fueran á demostrar de una manera práctica al pueblo centroamericano que los Estados Unidos pueden suministrarle todos los artículos que le suministra Europa.

Pero hay un punto sobre el cual no se puede insistir demasiado, y es el de los créditos, que son la base del comercio entre las naciones latino-americanas y las europeas. Mientras los comerciantes de la América Central no puedan obtener en los Estados Unidos los mismos plazos que obtienen en Europa para hacer sus pagos, no se logrará el objeto deseado. Y es bueno que esto se tenga siempre presente, porque es el punto de partida de toda la cuestión. Es indudable que, á pesar de los obstáculos con que ha tropezado, el desarrollo comercial entre los Estados Unidos y la América Central se hace sentir cada día más; pero si estos mercados fueran mejor conocidos allá, si las facilidades bancarias fueran mayores, si los fabricantes americanos se esforzaran por satisfacer el gusto especial de aquellos pueblos, ofreciéndoles los artículos á que están acostumbrados, y, sobre todo, si les vendieran á los precios á que les vende Europa y bajo idénticas condiciones, no tardaría en llegar el momento en que, desde Guatemala hasta Costa Rica, los comerciantes norteamericanos dominarían el tráfico sin encontrar competencia digna de temerse.

La América Central ha despertado siempre gran simpatía entre el pueblo de los Estados Unidos, y estadistas, escritores y economistas notables de este país le han dedicado especial atención. La Gran República no puede ser indiferente al desarrollo de naciones con las cuales la ligan tradiciones históricas, así como intereses políticos y comerciales. Tierra destinada, como dijimos atrás, á un hermoso porvenir, aquel pedazo del continente americano, que sirve de lazo de unión á las dos grandes secciones del norte y del sur, ha atraído las miradas del mundo, y refiriéndose á él, escribía hace más de cuarenta años un distinguido viajero ameri-

cano, E. G. SQUIER, estas líneas que revelan la penetración de s espíritu:

"Las relaciones naturales de la América Central, según *lo* indican las condiciones que dejamos señaladas, son desde luego con el Pacífico y con los estados que ahora existen ó puedan existir más adelante sobre ese mar. Tarde ó temprano, este país ocupará respecto de California y la mayor parte de México, así como hacia la América del Sur, una posición correspondiente á la que ahora tienen las Antillas respecto de los Estados Unidos y de Europa, con la importante circunstancia adicional de que la América Central es ya una vía de comunicación entre el hemisferio oriental y el occidental y que tal vez llegará á ser más tarde una ruta comercial. Su destino está claramente escrito en la configuración de sus costas, grabado en su superficie y demostrado por su posición geográfica."

COMERCIO ENTRE LA ARGENTINA Y PERÚ

El Señor GUESALGA, ministro de la República Argentina en Perú, ha escrito recientemente un extenso artículo sobre el comercio entre su país y el Perú, señalando las grandes oportunidades que existen para el desarrollo del comercio entre los dos países. Dice el Señor GUESALGA que al presente no hay ni un centavo de intercambio entre el Perú y la República Argentina. El Perú produce y fabrica petróleo y sal en grande escala, y también produce vinos, etc.

En vista del aumento de derechos de importación en los Estados Unidos sobre varios productos de la Argentina, y del correspondiente represalia sobre el petróleo de los Estados Unidos que se importa en la Argentina, el Señor GUESALGA piensa que ésta es una buena oportunidad para la introducción del petróleo del Perú en la Argentina. Según las estadísticas, la importa

ción de petróleo en la República Argentina es de unos $905,000, oro, anualmente.

La producción de sal en el Perú, que es monopolio del Gobierno, tiene también gran importancia. La República Argentina importa sal de Europa por valor de $400,000, oro, anuales. España solamente exportó á la República en 1895, 635,235 hectólitros, valuados en $380,000, oro.

Hay dos líneas de vapores entre el Callao y Buenos Aires: la Kosmos (alemana), y la Pacific Steam Navigation Company (inglesa), cuyos fletes son relativamente bajos.

El Señor GUESALGA aboga en su artículo por un tratado comercial entre los dos países, por el cual el trigo y la harina de la Argentina podrián ser admitidos libres de derecho en el Perú, con una cláusula de reciprocidad aplicable al petróleo y á la sal del Perú.

El Perú importa trigo de Chile, Nueva Zelánda y California; su consumo es de unos 70,000,000 de kilógramos anualmente. Podrián importarse también en el Perú ganado en pié, tasajo, etc.

La actual producción de petroleo del Perú es próximamente de 500,000 barriles, de 160 litros cada uno, extraídos anualmente de 44 pozos.

La exportación de sal es muy considerable; en los nueve primeros meses de 1896 se exportaron:

	Kilógramos.
Colombia	1, 500, 000
Chile	5, 500, 000
Ecuador	1, 380, 000
Total	8, 380, 000
Consumo doméstico	7, 814, 500
Consumo industrial	700, 000
Total	16, 894, 500

La producción de trigo en la República Argentina, de 1891 á 1895, es como sigue:

	Toneladas.
1891	395, 555
1892	470, 110
1893	1, 108, 137
1894	1, 608, 249
1895	1, 010, 269

BRASIL.

KILÓMETROS DE VÍA FÉRREA, Y FERROCARRILES EI CONSTRUCCIÓN.*

Mr. FRANK D. HILL, Cónsul de los Estados Unidos en S ha dirijido al Departamento de Estado un informe general los ferrocarriles del Brasil, su extensión, anchura de la vía, ec etc. Se publican los siguientes datos tomados de dicho inf por ser de interés general.

Los ferrocarriles que estaban abiertos al servicio público, líneas en construcción, el 31 de diciembre de 1896, eran:

Ferrocarriles.	Abiertos al Tráfico.		En Construcció	
	Kilómetros.	*Millas.*	*Kilómetros.*	*M*
Líneas del Gobierno Federal....	3, 190	1, 982	.....	.....
Líneas subvencionadas (sujetas á la inspección del Gobierno).	3, 912	2, 430	5, 953	
Líneas no subvencionadas.....	1, 593	990	619	
Líneas pertenecientes al Estado.	5, 246	3, 260	1, 416	
Total	13, 941	8, 662	7, 988	

Los ferrocarriles de la primera clase, ó pertenecientes al Gobierno F tienen una extensión total de 3,190 kilómetros (1,982 millas), que repre un capital efectivo de 324,733,121 milreis ($45,462,637), detallado manera siguiente:

Líneas.	Extensión abierta al tráfico.		Capital.	
	Kilómetros.	*Millas.*	*Milreis.*	*P*
Central del Brasil.	1, 217	758	178, 978, 486	25,
Sobral	215	134	9, 323, 328	1,
Baturité.....	267	166	14, 387, 941	2,
São Francisco	451	280	20, 410, 045	2,
Central de Pernambuco	179	112	32, 520, 352	4,
Paulo Affonso.....	116	69	6, 821, 449	
Porto Alegre de Uruguay	458	285	27, 432, 449	3,
Rio de Oro.....	87	54	2, 465, 020	
No especificado por el Cónsul...	200	124	31, 385, 051	4,
Total	3, 190	1982	324, 733, 121	45,

Los ferrocarriles subvencionados por el Gobierno Federal son: Ba Araruama, Caxias á Cayazerias, do Conde d'Eu, de Minas e Río, M

* En este informe se le dá al milreis en papel un valor de 14 centavos (moned Estados Unidos). El kilómetro es equivalente á 0.6214 millas.

Norte do Brazil, do Norte, Ouro Preto a Peçanha ao Araxá, Petrolina ao Piauhy, Cruzeiro a Santa Cruz, Rio Grande a Bagé, Cachoeiro de Itaperim, de Santos a Jundiahy, Sorocobana e Ituana, Taubaté ao Amparo, do Tijuca, Victoria a Peçanha.

Estrada de Alcabaça á Praia Ranha (*Ferrocarril de Alcabaça á Praia Ranha*).—Tiene una extensión total de 184 kilómetros (113 millas) y cuenta con la garantía de 6 por ciento sobre un máximum de 30,000 milreis ($4,200) por kilómetro.

Estrada de Ferro Caxias ao Araguaya (*Ferrocarril de Caxias á Araguaya*).—Tiene una extensión de 183 kilómetros (114 millas) y 567 kilómetros (352 millas) en proyecto; total, 750 kilómetros (466 millas). Goza de la misma garantía que la anterior línea.

Estrada de Ferro Caxias São Juré de Cayazeiras (*Ferrocarril de Caxias á São Juré de Cayazeiras*).—Tiene 78 kilómetros (48 millas) abiertos al tráfico, con la misma garantía que los anteriores.

Estrada de Ferro Petrolina ao Piauhy (*Ferrocarril de Petrolina á Piauhy*).—Extensión, 102 kilómetros (63 millas); extensión en proyecto, 898 kilómetros (558 millas). Garantía como la de los anteriores.

Estrada de Ferro Natal a Nova Cruz. (*Ferrocarril de Natal á Nova Cruz.*)—Parte abierta al tráfico, 121 kilómetros (75 millas); garantía, 7 por ciento sobre un capital de 5,496,053 milreis ($769,447).

Estrada de Ferro Conde d'Eu (*Ferrocarril de Conde d'Eu*).—Extensión abierta al tráfico, 141 kilómetros (88 millas); goza de una garantía de 74 por ciento sobre un capital de 6,000,000 de milreis en oro ($3,270,000) y 6 por ciento sobre £69,273 ($337,083.)

Estrada de Ferro Nazareth ao Crato (*Ferro carril de Nazareth á Crato*).—Extensión con estudio aprobado, 120 kilómetros (74 millas); extensión estudiada (ramal Bom Jardin), 69 kilómetros (42 millas); extensión por estudiar (aproximadamente) 461 kilómetros (287 millas). Total, 650 kilómetros (404 millas). Garantía: 6 por ciento sobre un capital de 30,000 milreis ($4,200) por kilómetro.

Estrada de Ferro Recife ao Limoeiro (*Ferrocarril de Recife á Limoeiro*).—Extensión abierta al tráfico, 83 kilómetros (52 millas); de Carpina á Nazareth, 13 kilómetros (9.4 millas); de Nazareth á Timbanba, 45 kilómetros (28 millas); total, 141 kilómetros (89.4 millas).

Estrada de Ferro Recife ao São Francisco (*Ferrocarril de Recife á São Francisco*).—Extensión abierta al tráfico, 125 kilómetros (78 millas); cuenta con la garantía de 7 por ciento sobre un capital de 7,111,111 milreis ($995,555) y 5 por ciento sobre 4,316,978 milreis ($604,377).

Estrada de Ferro Ribeirão ao Bointo (*Ferrocarril de Ribeirão á Bointo*).—Extensión abierta al tráfico, 26 kilómetros (16 millas); en construcción, con estudio aprobado, 35 kilómetros (22 millas); total, 61 kilómetros (38 millas); garantía, 6 por ciento sobre un capital de 30,000 milreis ($4,200) por kilómetro.

Estrada de Ferro Tamandaré a Barra (*Ferrocarril de Tamandaré á Barra*).—Extensión con estudio aprobado: 136 kilómetros (85 millas), de Tamandaré á Barra de Jangado; de Barra Velha á Palmares, 33 kilómetros (20½ millas). Por estudiar: 112 kilómetros (70 millas).

Estrada de Ferro Central de Alagoas (*Ferrocarril Central de Alagoas*).—Extensión abierta al tráfico: 88 kilómetros (55 millas), línea principal, y ramal de Assembléa, 62 kilómetros (39 millas); goza de una garantía de 7 p ciento sobre un capital de 4,553,000 milreis en oro ($2,385,938), y 6 p ciento sobre 1,860,000 milreis en papel ($260,400).

Estrada de Ferro Central Alagoana (*Línea Férrea Central Alagoana*).—Extensión abierta al tráfico, con estudio aprobado, 194 kilómetros (121 millas) por estudiar, 401 kilómetros (249 millas); total, 595 kilómetros (310 millas) garantía, 6 por ciento sobre un capital de 30,000 milreis ($4,200) por kilómetro.

Estrada de Ferro Aracáju a Simão Dias (*Ferrocarril de Aracáju á Simão Dias*).—Parte en construcción, 86 kilómetros (53 millas); estudiado ó en estudio, 108 kilómetros (67.1 millas); total, 194 kilómetros (120 millas); garantía, 6 por ciento sobre un capital de 30,000 milreis ($4,200) por kilómetro.

Estrada de Ferro Bahia a Alagoinhas (*Ferrocarril de Bahia á Alagoinhas*).—Extensión abierta al tráfico, 123 kilómetros (76 millas); garantía, 6 por ciento sobre un capital de 30,000 milreis ($4,200) por kilómetro. Ramal Timbo. Trayecto abierto al tráfico, 83 kilómetros (52 millas); goza de una garantía de 6 por ciento sobre un capital de 2,650,000 milreis, oro ($1,446,900.)

Estrada de Ferro Central da Bahia (*Ferrocarril Central de Bahia*).—Trayecto abierto al tráfico, 312 kilómetros (194 millas); trayecto estudiado, 300 kilómetros (186 millas); total, 613 kilómetros (380 millas); garantía, 7 por ciento sobre un capital de 13,000 milreis en oro ($7,098) por kilómetro (0.6214 millas), en la línea abierta al tráfico; y 6 por ciento en papel, en la línea estudiada, sobre 30,000 milreis ($4,200) por kilómetro.

Línea de tranvías de Nazareth.—Abierta al tráfico, concesión del Estado 34 kilómetros (21 millas); concesión federal, 65 kilómetros (40 millas); total 99 kilómetros (61 millas).

Estrada de Ferro Victoria a Peçanha (*Ferrocarril de Victoria á Peçanha*).—En construcción, 84 kilómetros (52 millas); con estudio aprobado, 423 kilómetros (263 millas); total, 507 kilómetros (315 millas); garantía, 6 por ciento sobre un capital de 30,000 milreis ($4;200) por kilómetro.

Estrada de Ferro São Eduardo ao Cachoeira do Itapemirim (*Ferrocarril de São Eduardo á Cachoeira de Itapemirim*).—Abierto el tráfico, 39 kilómetros (24 millas); en construcción, 51 kilómetros (32 millas); total, 90 kilómetros (56 millas).

Estrada de Ferro do Carangola (*Ferrocarril de Carangola*).—Abierto á tráfico, 224 kilómetros (139 millas); garantía, 7 por ciento sobre un capital de 6,000,000 de milreis, de los cuales 3,700,000 son en oro ($2,342,000).

Estrada de Ferro Barão de Araruama (*Ferrocarril de Barão de Araruama*).—Extensión, 46 kilómetros (29 millas); en construcción, 6 kilómetros (3 millas); total, 52 kilómetros (32 millas). Tiene una garantía de 30,000 milreis ($4,200) por kilómetro.

Estrada de Ferro Central de Macahé (*Ferrocarril Central de Macahé*).—Abierto el tráfico, 43 kilómetros (27 millas); en construcción, 15 kilómetros (9 millas); total, 57 kilómetros (36 millas); garantía, 6 por ciento sobre un capital de 30,000 milreis ($4,200) por kilómetro.

Estrada de Ferro do Norte (*Ferrocarril del Norte*).—Abierto al tráfico, 45 kilómetros (28 millas); por estudiar, 75 kilómetros (47 millas); total, 120 kilómetros (75 millas). No tiene garantía.

Estrada de Ferro São Francisco Xavier ao Commercio (*Ferrocarril de São Francisco Xavier á Commercio.*)—Abierto al tráfico, 16 kilómetros (10 millas); ramal de Sapapemha, 3 kilómetros (1.9 millas); en construcción, 49 kilómetros (30 millas); total, 68 kilómetros (41.9 millas); sin garantía. La entrevía es de 1 metro (39 pulgadas).

Estrada de Ferro Leopoldina (*Ferrocarril de Leopoldina*).—Abierto al tráfico, 381 kilómetros (248 millas); sin garantía.

Estrada de Ferro Peçanha ao Aroxá (*Ferrocarril de Peçanha á Aroxá*).—Trayecto con estudio aprobado, 887 kilómetros (551 millas); garantía, 6 por ciento sobre 30,000 milreis ($4,200) por kilómetro.

Estrada de Ferro Barra Mausa a Catalão (*Ferrocarril de Barra Mausa á Catalão*).—Extensión, 122 kilómetros (76 millas); en construcción, 528 kilómetros (328 millas); en estudio, 791 kilómetros (492 millas); garantía, 6 por ciento sobre 30,000 milreis ($4,200) por kilómetro.

Estrada de Ferro Minas e Rio (*Ferrocarril de Minas y Rio*).—Abierto al tráfico, 170 kilómetros (106 millas); garantía, 7 por ciento sobre un capital de 15,495,253 milreis ($2,169,335).

Estrada de Ferro Muzambinho (*Ferrocarril Muzambinho*).—Abierto al tráfico: 57 kilómetros (31½ millas); sin garantía. El ramal Campanha de esta linea tiene 86 kilómetros (53½ millas) abiertos al tráfico, con una garantía de 4 por ciento sobre un capital de 2,509,500 milreis ($351,330).

Estrada de Ferro Santos a Jundiahy (*Ferrocarril de Santos á Jundiahy*).—Abierto al tráfico: 139 kilómetros (86 millas); renunció su garantía en 1889.

La cuenta detallada de ingresos y gastos en los seis primeros meses de 1896, es como sigue:

Ingresos.

Por—	Importe.	
	Milreis.	*Pesos.*
Pasajeros	1, 220, 452	170, 863
Equipaje y expreso	283, 165	39, 642
Animales en tren de pasajeros	19, 243	2, 694
Animales en tren de carga	6, 284	879
Mercancías	5, 920, 016	828, 802
Telégrafo	37, 284	5, 317
Almacenaje y multas	27, 802	3, 893
Varios	140, 968	19, 736
Diferencia en el cambio	174, 569	24, 440
Total	7, 830, 477	1, 096, 267

Gastos.

Por—	Importe.	
	Milreis.	*Pesos.*
Superintendencia	48, 322	6, 76
Contribuciones	31, 031	4, 34
Contaduría	32, 852	4, 59
Tráfico	1, 402, 760	196, 38
Acarreo	1, 490, 072	208, 611
Material rodante	401, 101	56, 154
Telégrafo	87, 748	12, 285
Reparación de la línea	695, 249	97, 335
Oficina central de cuentas	21, 162	2, 962
Varios	115, 996	16, 240
Total	4, 326, 313	605, 684

Ingresos y gastos en los últimos seis meses de 1896.

Ingresos.

Por—	Importe.	
	Milreis.	*Pesos.*
Pasajeros	1, 363, 292	190, 861
Equipaje y expreso	320, 519	44, 873
Animales en trenes de pasajeros	17, 991	2, 519
Animales en trenes de carga	4, 978	697
Mercancías	10, 402, 344	1, 456, 369
Telégrafo	39, 913	5, 587
Almacenaje y multas	34, 072	4, 77[illegible]
Varios	79, 426	11, 11[illegible]
Total	12, 262, 535	1, 716, 89[illegible]

Gastos.

Por—	Importe.	
	Melries.	*Pesos.*
Superintendencia	50, 188	7, 02
Gastos de oficina	40, 235	5, 63
Contribuciones	33, 815	4, 73
Tráfico	1, 735, 928	243, 13
Acarreo	1, 702, 067	238, 28
Material rodante	424, 105	59, 37
Telégrafo	93, 903	13, 14
Reparaciones de la línea	1, 129, 493	158, 12
Oficina Central de cuentas	22, 173	3, 10
Varios	69, 566	9, 73
Diferencia de cambio	345, 927	48, 30
Total	5, 647, 700	790, 60

Estrada de Ferro Mogyana (*Ferrocarril de Mogyana*).—Esta es la otr gran vía cafetalera del Estado de São Paulo. Abierto al tráfico: 194 kilómetro (121 millas). Ramal de Caldas: 77 kilómetros (48 millas). Garantía: 6 po

ciento sobre un capital de 4,300,000 milreis oro ($2,347,800), y 1,853,885 milreis en papel ($259,540). Tiene 11 locomotoras.

Los ingresos y gastos en 1896, fueron:

Ingresos.

Por—	Importe.	
	Milreis.	*Pesos.*
Pasajeros	616, 274	86, 279
Equipaje y expreso	114, 967	16, 095
Animales en trenes de pasajeros	19, 435	2, 721
Telégrafo	19, 401	2, 716
Mercancías	1, 286, 573	180, 121
Animales en trenes de carga	7, 960	1, 114
Almacenaje	6, 258	876
Impuestos	14, 258	1, 196
Varios	13, 229	1, 852
Total	2, 098, 355	293, 770

Gastos.

Por—	Importe.	
	Milreis.	*Pesos.*
Oficina Central	43, 746	6, 124
Tráfico	226, 262	31, 677
Acarreo	810, 628	113, 487
Telégrafo	44, 235	6, 192
Camino permanente	586, 294	82, 081
Varios	12, 161	1, 703
Total	1, 723, 316	241, 264

Estrada de Ferro Sarocahana (*Ferrocarril de Sarocahana*).—Abierto al tráfico, línea principal, 113 kilómetros (70 millas); ramal Itararé, 43 kilómetros (27 millas); garantía, 6 por ciento sobre un capital de 30,000 milreis ($4,200) por kilómetro (0.6214 millas) en la línea de Botucatú á Tibagy y en el ramal de Itararé; la prolongación á Santos no goza de garantía.

Estrada de Ferro Uheraha do Coxim (*Ferrocarril de Uheraha á Coxim*).—Con estudio aprobado, 103 kilómetros (64 millas); por estudiar, 897 kilómetros (556 millas); total, 1,000 kilómetros (620 millas); garantía, 6 por ciento sobre 30,000 milreis ($4,200) por kilómetro.

Estrada de Catalão a Palmas (*Ferrocarril de Catalão á Palmas*).—Extensión aproximada, 800 kilómetros (497 millas); con estudio aprobado, 100 kilómetros (62 millas); por estudiar, 700 kilómetros (445 millas); garantía, 6 por ciento sobre 30,000 milreis ($4,200) por kilómetro.

Estrada de Ferro do Paraná (*Ferrocarril de Paraná*).—Abierto al tráfico, (de Paranaguá á Curitiba), 111 kilómetros (69 millas); prolongación y ramales, 306 kilómetros (189 millas); total, 417 kilómetros (258 millas). Es una empresa próspera; ha venido teniendo crecidas utilidades desde 1891.

Estrada de Ferro Santa Maria a Cruz Alta (*Ferrocarril de Santa Mari Cruz Alta*).—Abierto al tráfico, 161 kilómetros (100 millas); garantía, 5 ciento sobre un capital de 4,828,035 milreis ($675,925); ingresos, 383,3 milreis ($53,673); gastos, 366,274 milreis ($51,278); utilidad, 17,104 mil ($2,395).

Estrada de Ferro Santa María ao Uruguay (*Ferrocarril de Santa Ma á Uruguay*).—Parte en construcción (de Cruz Alta á Uruguay), 381 kilón tros (237 millas); ramal de Ijuhy, 293 kilómetros (182 millas); garantía, por ciento sobre 30,000 milresis ($4,200) por kilómetro.

Estrada de Ferro Quarahim a Itaqui (*Ferrocarril de Quarahim á Itaqui*). Abierto al tráfico, 176 kilómetros (110 millas); garantía, 6 por ciento sol un capital de 6,000,000 de milreis ($840,000).

Estrada de Ferro Rio Grande a Bagé (*Ferrocarril de Rio Grande á Bagé*). Abierto al tráfico, 283 kilómetros (176 millas); garantía, 7 por ciento sol un capital de 13,521,453 milreis ($1,893,003).

Estrada de Ferro São Paulo a Rio Grande (*Ferrocarril de São Paulo á l Grande*).—Con estudio aprobado, 1,092 kilómetros (678½ millas); por es diar, 775 kilómetros (882 millas); total, 1867 kilómetros (1,160½ milla Garantía, 6 por ciento sobre 30,000 milreis ($4,200) por kilómetro.

Estrada de Ferro Minas de São Jeronymo (*Ferrocarril de las Minas de S Jeronymo*).—En construcción, 40 kilómetros (25 millas); con estudio ap bado, 149 kilómetros (92½ millas); parte estudiada, 375 kilómetros (233 llas); total, 564 kilómetros (350½ millas).

Estrada de Ferro Pelotas ao Colonias São Lourenço (*Ferrocarril de Pelo á las Colonias de São Lourenço*).—Extensión con estudio aprobado, 154 ki metros (96 millas); garantía, 6 por ciento sobre 30,000 milreis ($4,200) kilómetro.

INDUSTRIA DE LA ALFARERÍA.

Hace muchos años que se sabe que la tierra arcillosa del Esta de São Paulo da un barro excelente para el desarrollo de la ind tria de la alfarería en gran escala.

Se han hecho muchos esfuerzos en este sentido, pero por re general solo se ha obtenido un éxito muy mediano. El fraca ó fracaso parcial, en estas empresas se atribuye á la falta de ad nistradores y trabajadores expertos. La fabricación de ladrill para pavimento, construcción de casas, etc., ha obtenido mejo resultados, y hoy pueden verse cerca de los suburbios de S Paulo y en otros puntos del país, numerosos hornos de ladril operando en pequeña escala. Estos hornos se dedican á fabricación de ladrillos, tejas y losas vidriadas para pavimen No se ha hecho todavía ningún ensayo en alfarería fina. Cré sin embargo, que con la aplicación de los debidos aparatos

empleo de trabajadores inteligentes esta industria podrá desenvolverse con gran provecho.

El "Moniteur Official du Commerce" de Paris, dice:

El Gobierno, aunque deseoso de protejer la industria nacional, se ha visto en la necesidad—por razón del atraso en que la industria de la alfarería se encuentra—de importar tubos de plomo para su uso en las cloacas y acueductos, por más que los tubos de barro serían por lo menos 50 por ciento más baratos, y desde el punto de vista higiénico, preferibles.

La fabricación de caños de piedra vidriados, tejas y ladrillos es importante, por más que no haya alcanzado un completo desarrollo. Según informe oficial se fabrican anualmente 150 toneladas de caños de piedra vidriados, y muchas variedades de manufacturas análogas. Hay además una demanda anual de unos 2,000,000,000 de ladrillos para pavimento y 200,000 tejas, que representan un total de 7,000 millones de toneladas.

DATOS ESTADÍSTICOS DE LA AMÉRICA CENTRAL.

En el BOLETÍN de febrero, página 1310, se leen las siguientes palabras: "De todos los Estados centroamericanos, Nicaragua es el único cuyos datos estadísticos son exactos y auténticos." Esta frase, tal cual fué publicada, aparece como una afirmación de la Oficina, aunque en realidad es tomada de un periódico y se la insertó inadvertidamente en un artículo acerca de la producción de oro en varias repúblicas del continente americano. Es sensible que se haya cometido este error, pues tiende á desacreditar á las oficinas de estádisticas de las otras repúblicas de la América Central, que siempre han mostrado actividad y cuidado en obtener los datos indicados. La Oficina de las Repúblicas Americanas comprende muy bien que se debe poner especial atención en evitar críticas de ésta naturaleza y aun en manifestar, aunque sea aparentemente, que hay preferencia particular por algun país de los que forman la Unión Internacional.

COSTA RICA.

LA REFORMA DEL SISTEMA MONETARIO.

[Extracto de varios documentos oficiales.]

En la memoria presentada al Congreso Constitucional de Cost Rica, por el Señor Don RICARDO MONTEALEGRE, Secretario de Ha cienda y Comercio, el 17 de junio de 1895, en un extenso estudio d la situación económica del país, se exponen las causas que determi naron las dificultades en que se encontraba el erario público e 1882, señalando entre ellas los trastornos y perjuicios consiguiente á los empréstitos de 1871 y 1872, y el haberse privado la Públic por diez años consecutivos del auxilio de gran parte de las renta públicas que se invirtió en la construcción del ferrocarril al Atlán tico; se explica como, en tales circunstancias, el Gobierno, en e deseo de garantizar la amortización de los billetes nacionales e circulación entónces, y que causaban el retraimiento de la moned de oro, que había sido siempre en Costa Rica el medio circulant ordinario, celebró con el Banco de la Unión, el 21 de octubre d 1884, un contrato por el cual se estableció la circulación fiduci ria única, ó la emisión exclusiva de billetes del banco; y s demuestra el efecto de esa negociación, que aumentando crédito sin afianzarlo, determinó la emigración definitiva del or

En virtud de ese contrato, la emisión de billetes del banc llegó en 1891 á $3,257,400, y naturalmente, en la misma propo ción en que ésta aumentaba, se alzaba el tipo de cambio intern cional; y como había ocurrido con la moneda de oro, de la cu la cantidad en circulación en 1880 ascendía á $2,500,000, y toc ella había desaparecido, la de plata inició su movimiento c salida.

Vino después la fuerte baja de la plata en los mercados extra jeros y con ella la normalidad del tipo de cambio desapareci En Costa Rica, que en años anteriores á 1882, ese tipo no lleg á exceder del 10 por ciento, límite de la diferencia entre el valc de la moneda nacional de oro y la extranjera, y que con frecuenci llegó al mínimum de 5 por ciento, fué elevándose en una propo ción alarmante. En 1891 subió en el corto término de dos mes y medio, del 64 al 115 por ciento; en los quince días siguient

descendió al 84 por ciento para ascender de nuevo en igual tiempo al 100 por ciento, y volver á determinarse, tres meses después, del 89 al 116 por ciento. En enero de 1893 estuvo al 96 por ciento; en julio del mismo año, al 110 por ciento, y treinta días despues, al 156 por ciento.

En vista de estas fluctuaciones violentas, que han sido causa de pérdidas para el comercio y de instabilidad en todos los negocios del país, el Gobierno, preocupado fuertemente de todo aquello que de un modo ú otro impide ó detiene el mayor desarrollo de la producción del país, después de examinar atentamente las causas que en ello influyen, ha fijado muy especialmente la atención en la naturaleza del medio circulante, una vez que la moneda como representante del capital complementa con la propiedad y el trabajo los elementos generadores y permanentes de la riqueza.

Desde 1894, primer año de la presente administración, el Presidente de la República, Don RAFAEL YGLESIAS, en su programa de Gobierno, expuesto al tomar posesión de su elevado cargo, hizo declaración terminante de sus ideas á este respecto, manifestando entónces su propósito de proceder al establecimiento de una moneda metálica de condiciones superiores á la existente. Al efecto, esta reforma siendo parte de un plan general encaminado á la mejora de la economía nacional y de la administración pública, ha venido preparándose desde aquel año. Con este fin, entre otras disposiciones de trascendencia referentes al nuevo arreglo de la deuda exterior,* terminado satisfactoriamente; á la enajenación de terrenos baldíos; á la abolición de los monopolios del aguardiente y del tabaco, etc., se procedió conjuntamente á la reducción de la deuda interior; y es digno de notarse que esta operación se llevó á efecto con una erogación de $2,000,000, próximamente, cantidad empleada por el Gobierno del producto de sus rentas sin perjuicio del buen servicio administrativo, y manteniendo el estado floreciente de la instrucción pública; sin limitar la construcción de caminos y de otras obras importantes, y sin usar en manera alguna del crédito público, ni ocurrir al establecimiento de nuevos impuestos ó á la alza de los existentes. Como una ilustración del estado actual de las finanzas nacionales, no estará fuera de lugar hacer constar aquí, además, que no

* Publicado en el boletin de la oficina, Mayo 1897.

El banco que quiera establecerse como emisor ha de constituir su capital en oro nacional acuñado y efectivo;

El cambio de billetes se hará por oro nacional;

La emisión de billetes no excederá de 65 por ciento del capital efectivo;

Se exigirá para garantía de la emisión, una reserva de oro nacional que no bajará de 40 por ciento de la suma de billetes emitida;

Un interventor oficial antes de la emisión verá si se han llenado las condiciones de la ley y vigilará para que el banco se encuentre siempre dentro de los límites de su derecho;

Cada mes deberá publicarse la situación de todo banco emisor.

HONDURAS.

En el acto de la apertura del Congreso de Honduras en sesión regular, el Presidente Don POLICARPO BONILLA, dió lectura al mensaje acostumbrado en tales ocasiones. Hizo referencia al hecho de que según los términos del tratado de unión celebrado en Amapala en junio de 1895, las relaciones de su país con las naciones extranjeras quedaban á cargo de la Dieta de la República Mayor de la América Central. Dijo que las relaciones entre los tres Estados que componen la Unión son cordiales y satisfactorias, y expresó la patriótica esperanza de que el pacto de unión entre las cinco Repúblicas de la América Central, bajo la anterior forma federal de República de la América Central, tenga lugar en el corriente año.

MÉXICO.

INSTRUCCIONES RELATIVAS AL DESPACHO DE MERCANCÍAS.

Las siguientes instrucciones, referentes á la manera de marcar y empacar las mercancías que se exporten para México, son tomadas de los reglamentos de aduanas de aquella República y su observancia evitará inconvenientes y dilaciones en los puertos de entrada.

I. Las cajas que contengan mercancías deben llevar una sola marca y un número. Para facilitar la identificación de los bultos se permite marcar, de

los principales mercados del grano. Por ejemplo, la respetable casa de los Señores CHALMERS, GUTHRIE & Co., de Londres, con oficinas establecidas en Guatemala y Bogotá, ha cotizado en los últimos cuatro meses, el café "buen mediano á fino" á los precios siguientes, por quintal:

Procedencias.	Nov. 30, 1897.	Dic. 14, 1897.	Enero 11, 1898.	Febrero 8, 1898.
	s. s. d.	*s. s. d.*	*s. s. d.*	*s. s. d.*
Costa Rica . .	83 á 108 0	82 á 105 0	84 á 106 0	88 á 114 6
Guatemala	79 á 100 0	79 á 100 0	79 á 100 0	81 á 102 0
Colombia y Venezuela . .	70 á 102 6	70 á 102 6	73 á 102 6	73 á 102 6

El precio de las clases inferiores de Costa Rica no ha bajado de 50 ch. á 76 ch. 6 p. miéntras que el costo de producción durante el último año ha sido próximamente de $10, en plata, disponiéndose también de facilidades especiales de comunicación terrestre y marítima, y de la correspondiente baratura de fletes.

En proporción al desarrollo natural del país ha ido tomando ensanche el cultivo del café y hay gran número de nuevos plantíos en vía de producción. La exportación de bananas y otras frutas, se aumenta considerablemente y la de maderas obtuvo, el año pasado, un exceso importante sobre los anteriores. La industria minera, además, toma incremento en la actualidad.

En la memoria siguiente presentada al Congreso el 15 de junio de 1896, el mismo alto funcionario desarrolla el plan adoptado por el Gobierno para la revisión del sistema monetario, y sustenta los principios en que se informa, partiendo de las consideraciones siguientes: La naturaleza del medio circulante influye de manera decisiva en el movimiento económico en general. La moneda, como medio representativo de valores, se impone en todas las transacciones y constituye al propio tiempo la más firme garantía del capital y del trabajo. Esta importantísima función que desempeña, requiere en ella un valor fijo que la ponga á cubierto de posible demérito y le permita intervenir de modo permanente en las operaciones internacionales, necesarias al bienestar y progreso del país. No es, pues, posible suponer firmeza en el capital individual ni estabilidad en la riqueza pública cuando este importantísimo agente que los rige y determina pierde alguna de las condiciones que le son propias en el bien entendido concepto de

Según los informes recibidos, la exposición ha obtenido muy buenos resultados, especialmente en cuanto á maquinaria para minas. Los administradores desean que los fabricantes de los Estados Unidos envíen muestras de la maquinaria más perfecta que hagan, así como de instrumentos para agricultura y minería. Es indudable que existe un vasto campo para la venta de tales artículos, y lo único que se necesita es darlos á conocer en aquel país. Toda comunicación, ya sea solicitando espacio, ó sobre las regulaciones referentes á los precios de entrada ó acerca de otro asunto, debe dirigirse al Señor J. PEZEL Y TYRADO, Presidente de la Comisión.

URUGUAY.

INSTRUCCIÓN PÚBLICA.

En un informe dirigido al Departamento de Estado, el cónsul de los Estados Unidos, Mr. SWALM, dice que el número total de escuelas en el Uruguay es de 533 y que el curso en cada una de ellas es de nueve meses por término medio. Del citado número, 181 escuelas se encuentran en las ciudades y pueblos, y 352 en los distritos rurales. El aumento de escuelas en los últimos años se ha limitado principalmente á dichos distritos rurales. Además de las mencionadas, hay en la República 379 instituciones privadas de enseñanza. Asiste á dichas escuelas el 9 por ciento de la población, y Mr. SWALM manifiesta que, aúnque la proporción parece pequeña, es mayor que la que se observa en otros países sudamericanos. El número de personas empleadas en la enseñanza era, en 1896, de 1,990, de las cuales 601 eran hombres y 1,381, mujeres. De este número, solamente 606 eran naturales del país. Había en las escuelas públicas 51,312 alumnos y en las privadas, 22,689. Los gastos en las escuelas públicas eran de $12.38 por cabeza, en moneda del Uruguay, de la cual un peso equivale á $1.03½, en moneda de los Estados Unidos. Los maestros ganan por término medio $35.50, y á los hombres sé les paga un poco más que á las mujeres. Dice el cónsul que hay dos escuelas normales que dan muy buenos resultados, una para hombres y otra

para mujeres. Se emplean los métodos modernos de enseñanza. El sistema de segunda enseñanza (high school) es desconocido, pero hay una universidad bajo la dirección del Gobierno donde se enseña derecho, medicina, ingeniería y otros ramos superiores. El curso de esta universidad es muy completo y el número de alumnos es considerable.

VENEZUELA.

ARANCEL DE DERECHOS DE IMPORTACIÓN DE 1897–98.

Número 30.

[Continuación del BOLETIN de febrero.]

§ 4.—CLASE IV.

Setenta y cinco céntimos de bolívar.

Aceite de almendras ó de linaza.

Aceite de pescado y el de semillas de algodón.

Aceite de palma y aceite secante ó líquido para pintores.

Aceitunas, alcaparras, ó alcaparrones.

Aceiteras, angarillas ó aguaderas y porta vinagreras, excepto las que tengan algo de oro ó plata que corresponden á la 8ª clase y las de plata alemana ó doradas ó plateadas que corresponden á la 6ª.

Acero, hierro, cobre, latón ó azófar, estaño, hojalata, metal campanil, bronce, plomo, peltre, zinc y niquel, manufacturados en cualquiera forma, no comprendidos en otras clases, estén ó no pulidos, charolados, estañados ó bronceados, los hornos para fabricar azúcar.

Alambre manufacturado en armaduras para pelucas, en jaulas para pájaros, en armadores ó perchas para vestidos y para sombreros, ú otros aparatos semejantes y también las armaduras de paraguas y quitasoles.

Almendras, avellanas, nueces, maní, castañas y cualquiera otra fruta seca con cáscara, no especificada.

Alambiques y todo otro aparato semejante.

Amargo de Siegert.

Ajonjolí, alpiste y mijo.

Anís en grano, alcaravéa, canela, canelón, ajos, comino, clavos, orégano, pimienta y demás especias que sirven para sazonar ó condimentar los alimentos.

Arañas, bombas, briseras, candelabros, candeleros, fanales, faroles, girándulas, lámparas, linteras, palmatorias, guardabrisas y quinqués, con excepción de los que tengan algo de oro ó plata que corresponden á la octava clase, y los de plata alemana ó dorados ó plateados que corresponden á la 6ª clase, debiendo afo-

rarse en la clase á que corresponden los artículos expresados, todo lo que sea anexo á dichos artículos cuando vengan juntamente con ellos.

Arboles llamados de Navidad.

Azabache en bruto.

Azúcar blanco ó refinado.

Balanzas, romanas y pesos de cobre, ó que tengan la mayor parte de este metal, inclusive las pesas aunque sean de hierro, si vienen junto con las balanzas y pesos.

Baldes y tobos de madera.

Bandas de billar y las bandas ó fajas de tela gruesa encerada para correas de volantes en los motores de vapor.

Bagatelas con todos sus accesorios (juego).

Bastisajes ó sean fieltros para sombreros sin fular, pelo para sombreros, estuches de papel, cueritos, forros, felpa, viseras para cachuchas y morriones, y todo otro artículo que sólo se use en la fabricación de sombreros, como la tela barnizada con goma laca disuelta en alcohol, que se emplea en la fabricación de sombreros de pelo negro y el espíritu alcohólico preparado con la misma goma.

Betún para el calzado y el aceite bituminoso para ennegrecer y suavizar arneses.

Billares con todos sus accesorios inclusas las bolas y el paño correspondiente á cada mesa de billar, cuando vengan juntamente con los billares.

Bolo arménico y borra no especificada.

Cajas de madera, aunque vengan desarmadas ó sea en tablitas para hacerlas.

Canastos, canastillos, cestas, cochecitos para niños y cualesquiera otras piezas de mimbre ó junco, quedando incluidos en esta clasificación los cochecitos para niños, de cualquiera materia que sean, el cáñamazo de algodón empapelado para fabricación de sobres y el que se trae con baño de sulfato de cobre.

Cartón manufacturado ó preparado para cajas y cajitas ó en cualquiera otra forma, excepto en juguetes para niños, en máscaras y en barajas ó naipes. Las tarjetas en blanco de todos tamaños corresponden á esta 4ª clase.

Cebada mondada ó molida.

Cebadilla.

Cápsulas para cubrir las tapas de botellas.

Cepillos ordinarios ó bruzas para bestias y los de cuerno ó ballena para lavar pisos.

Cera negra ó amarilla vegetal sin labrar.

Cerda ó crin.

Circo de caballitos ó carrouselles.

Cola ordinaria y colodión para fotografiar.

Crudo y coleta cruda número 2; tela ordinaria del mismo nombre que las comprendidas en el número 119 de la 3ª clase, pero que ya ha sido más ó menos blanqueada y también la cotonía.

Cuchillos de punta ordinarios, con vainas ó sin ellas; los de mango de madera ú otra materia ordinaria para pescadores; los cuchillos grandes ordinarios de monte y en general los que se emplean para artes y oficios.

Charoles ó barnices de todas clases.

Caucho manufacturado en tubos ó conductos, y en láminas ó bandas para correajes de maquinarias.

Encerado ó hule para cubrir el piso, para enfardelar y para techos.

Espejos de todas clases armados ó desarmados y las lunas azogadas.

Esperma de ballena y parafina.

Espuma de mar, substancia que se aplica á la elaboración del pan y otros usos análogos.

Estera, esterilla y petates para pisos.

Esterillas y felpudos de mecate pintado para mesas.

Figuras, adornos y envases para dulces de cualquiera clase que sean, así como los cartuchos de papel dorado hechos ó á medio hacer que se traen con el mismo objeto. Cuando los envases para dulces vengan forrados con seda ó terciopelo ó adornados con flores ú otros artículos de clases superiores á ésta, se aforarán en la 6ª clase, como artículos de fantasía, si no vienen llenos con los dulces que puedan contener.

Felpudos ó limpiapiés, no especificados.

Frutas pasadas.

Frutas en aguardiente, en almíbar ó en su jugo.

Fustes ó armaduras para monturas.

Flores artificiales de porcelana.

Galletas que tengan algo de dulce.

Gasolina, bencina y nafta.

Gelatina de todas clases.

Harina de papas, de maíz y de centeno.

Hilaza ó hilo para zapateros y las cuerdas de cáñamo para riendas con alma de estopa.

Hilo grueso de cáñamo, de pita, de lino ó de algodón, que no sea de coser, bordar ó tejer.

Hilo acarreto, guarales ó cordeles retorcidos, propios para pescar y el hilo de cáñamo que se emplea en los trenes de pesquería.

Hojalata y latón de hierro manufacturado en cualquiera forma no especificado y las piezas de hierro para uso doméstico cuando vengan con tapas de hojalata ó de latón.

Incienso.

Instrumentos para artes ú oficios con cabos ó sin ellos, como alicates, buriles, compases, barrenas, cucharas de albañil, escoplos, formones, niveles, gurbias, garlopas, azuelas, gullames, leznas, limas, martillos, sierras, serruchos, tenazas y tenacillas, tornos y tornillos de banco, replanes, cepillos, berbiquíes ú otros semejantes, y las cajas de madera con algunos de estos instrumentos.

Jabón de piedra, llamado de sastre.

Jarabe de todas clases, excepto los medicinales, los dulces de todas clases, el azúcar cande y la fécula de arroz aromatizada que se emplea en la fabricación de dulces.

Lacre en panes ó barretas ó zulaque.

Lana en bruto y la lona y la loneta cruda de lino ó de algodón.

Leche condensada.

Libros impresos empastados, con excepción de los mencionados en la 8ª clase.

Loza, imitación de porcelana.

rarse en la clase á que corresponden los artículos expresados, todo lo que sea anexo á dichos artículos cuando vengan juntamente con ellos.

Arboles llamados de Navidad.

Azabache en bruto.

Azúcar blanco ó refinado.

Balanzas, romanas y pesos de cobre, ó que tengan la mayor parte de este metal, inclusive las pesas aunque sean de hierro, si vienen junto con las balanzas y pesos.

Baldes y tobos de madera.

Bandas de billar y las bandas ó fajas de tela gruesa encerada para correas de volantes en los motores de vapor.

Bagatelas con todos sus accesorios (juego).

Bastisajes ó sean fieltros para sombreros sin fular, pelo para sombreros, estuches de papel, cueritos, forros, felpa, viseras para cachuchas y morriones, y todo otro artículo que sólo se use en la fabricación de sombreros, como la tela barnizada con goma laca disuelta en alcohol, que se emplea en la fabricación de sombreros de pelo negro y el espíritu alcohólico preparado con la misma goma.

Betún para el calzado y el aceite bituminoso para ennegrecer y suavizar arneses.

Billares con todos sus accesorios inclusas las bolas y el paño correspondiente á cada mesa de billar, cuando vengan juntamente con los billares.

Bolo arménico y borra no especificada.

Cajas de madera, aunque vengan desarmadas ó sea en tablitas para hacerlas.

Canastos, canastillos, cestas, cochecitos para niños y cualesquiera otras piezas de mimbre ó junco, quedando incluidos en esta clasificación los cochecitos para niños, de cualquiera materia que sean, el cáñamazo de algodón empapelado para fabricación de sobres y el que se trae con baño de sulfato de cobre.

Cartón manufacturado ó preparado para cajas y cajitas ó en cualquiera otra forma, excepto en juguetes para niños, en máscaras y en barajas ó naipes. Las tarjetas en blanco de todos tamaños corresponden á esta 4ª clase.

Cebada mondada ó molida.

Cebadilla.

Cápsulas para cubrir las tapas de botellas.

Cepillos ordinarios ó bruzas para bestias y los de cuerno ó ballena para lavar pisos.

Cera negra ó amarilla vegetal sin labrar.

Cerda ó crin.

Circo de caballitos ó carrouselles.

Cola ordinaria y colodión para fotografiar.

Crudo y coleta cruda número 2; tela ordinaria del mismo nombre que las comprendidas en el número 119 de la 3ª clase, pero que ya ha sido más ó menos blanqueada y también la cotonía.

Cuchillos de punta ordinarios, con vainas ó sin ellas; los de mango de madera ú otra materia ordinaria para pescadores; los cuchillos grandes ordinarios de monte y en general los que se emplean para artes y oficios.

Charoles ó barnices de todas clases.

Caucho manufacturado en tubos ó conductos, y en láminas ó bandas para correajes de maquinarias.

Encerado ó hule para cubrir el piso, para enfardelar y para techos.

Espejos de todas clases armados ó desarmados y las lunas azogadas.

Esperma de ballena y parafina.

Espuma de mar, substancia que se aplica á la elaboración del pan y otros usos análogos.

Estera, esterilla y petates para pisos.

Esterillas y felpudos de mecate pintado para mesas.

Figuras, adornos y envases para dulces de cualquiera clase que sean, así como los cartuchos de papel dorado hechos ó á medio hacer que se traen con el mismo objeto. Cuando los envases para dulces vengan forrados con seda ó terciopelo ó adornados con flores ú otros artículos de clases superiores á ésta, se aforarán en la 6ª clase, como artículos de fantasía, si no vienen llenos con los dulces que puedan contener.

Felpudos ó limpiapiés, no especificados.

Frutas pasadas.

Frutas en aguardiente, en almíbar ó en su jugo.

Fustes ó armaduras para monturas.

Flores artificiales de porcelana.

Galletas que tengan algo de dulce.

Gasolina, bencina y nafta.

Gelatina de todas clases.

Harina de papas, de maíz y de centeno.

Hilaza ó hilo para zapateros y las cuerdas de cáñamo para riendas con alma de estopa.

Hilo grueso de cáñamo, de pita, de lino ó de algodón, que no sea de coser, bordar ó tejer.

Hilo acarreto, guarales ó cordeles retorcidos, propios para pescar y el hilo de cáñamo que se emplea en los trenes de pesquería.

Hojalata y latón de hierro manufacturado en cualquiera forma no especificado y las piezas de hierro para uso doméstico cuando vengan con tapas de hojalata ó de latón.

Incienso.

Instrumentos para artes ú oficios con cabos ó sin ellos, como alicates, buriles, compases, barrenas, cucharas de albañil, escoplos, formones, niveles, gurbias, garlopas, azuelas, gullames, leznas, limas, martillos, sierras, serruchos, tenazas y tenacillas, tornos y tornillos de banco, replanes, cepillos, berbiquíes ú otros semejantes, y las cajas de madera con algunos de estos instrumentos.

Jabón de piedra, llamado de sastre.

Jarabe de todas clases, excepto los medicinales, los dulces de todas clases, el azúcar cande y la fécula de arroz aromatizada que se emplea en la fabricación de dulces.

Lacre en panes ó barretas ó zulaque.

Lana en bruto y la lona y la loneta cruda de lino ó de algodón.

Leche condensada.

Libros impresos empastados, con excepción de los mencionados en la 8ª clase.

Loza, imitación de porcelana.

Loza de porcelana y de china en cualquier forma no especificada.

Lúpulo ó flor de cerveza.

Madera manufacturada en cualquiera forma, no comprendida en otras cla

Manígrafos.

Manteca de puerco mezclada con otras grasas y la oleomargarina.

Mármol, jaspe, alabastro, granito y toda otra piedra semejante, labra pulida en cualquiera forma no mencionada en otras clases.

Maicena.

Mechas y torcidos para lámparas y los limpiadores de tubos.

Mostaza en grano ó molida.

Muebles de madera común, de mimbre, de paja ó junco y los de hier madera.

Organos ó cualquiera de sus aparatos cuando vengan por separado.

Osteina.

Palitos para hacer fósforos.

Pasadores de madera tejidos con hilo de lino.

Pasta ó mastic para lustrar y también el que sirve para los tacos de billar.

Papel pintado para tapicería.

Pasta imitando porcelana, mármol, granito ú otra piedra fina en cualqu forma manufacturada, excepto en juguetes para niños.

Picadura de tabaco para cigarrillos.

Piedras de chispa, piedras de toque ó de pulir ú otras semejantes, no inclui en otras clases.

Pieles sin curtir, no manufacturadas.

Polvos para hornear.

Preparación para soldaduras.

Puntas de suela para tacos de billar.

Quesos de todas clases.

Sacos vacíos de cañamazo, de coleta, de crudo ó de otra tela semejante.

Salchichones, chorizos, jamones en latas, pescado en latas, conservas alim ticias, hongos secos ó en salsa, harina lacteada, y todo otro alimento p parado ó sin preparar, no incluido en clases anteriores, como la pasta glutin de Buitoni.

Salsas de todas clases y encurtidos en mostaza.

Sebo en rama, en pasta ó prensado y toda grasa ordinaria para hacer jabó

Sifones y máquinas para aguas gaseosas.

Suela colorada y blanca, no manufacturada, y la suela de cáñamo para alp gatas.

Taburetes para pianos de cualquier materia que sean.

Talco en hoja ó en polvo.

Tanza ó hilo de cerda para pescar.

Tapaderas de alambre para las viandas.

Tapas con coronillos de metal, vidrio, cristal ó porcelana.

Telas ó tejidos de algodón, cañamazo, esparto ó lino, para cubrir el su aunque tengan alguna mezcla de lana y las telas de cerda para forrar muebles

Telas preparadas para retratos y pinturas al óleo y también el esfumino p dibujo.

Telas ó tejidos ordinarios de cañamazo, lino ó algodón para muebles, manufacturados en cinchones ó en cualquiera otra forma, las rodillas de algodón para uso doméstico y la cinta de paja para empaquetar.

Tacones de madera con ó sin casquillos de cobre ó hierro.

Tiras de género ó de papel estañado para el calzado, de un centímetro de ancho y doce de largo.

Tirabotas y tirabuzones.

Tiza en panes, en tablitas ó en otra forma para uso en los billares.

Transparentes y celosías para puertas y ventanas.

Triquitraques.

Tubos ó conductos de goma y las bandas de goma para correajes de maquinarias.

Velas de lona, loneta ó cotonía para embarcaciones.

Velas de sebo.

Velocípedos ó bicicletas.

Vidrio ó cristal manufacturado en cualquiera forma, no comprendido en otras clases.

Vinos, cualquiera que sea su procedencia si se importa en garrafones ó botellas; menos los tintos que corresponden á la 3ª clase. El vino de Oporto aun siendo tinto corresponde á la 4ª clase, si viene en garrafones ó en botellas.

Yeso manufacturado en cualquiera forma, excepto en juguetes para niños.

§ 5.—Clase V.

Un bolívar, veinte cinco céntimos.

Aceites y jabones perfumados.

Aceite de ajonjolí, de sésamo, de tártago, y otros no comprendidos en clases anteriores.

Aceite de bacalao.

Acido tartárico en polvo.

Arsénico y amoniaco líquido.

Aguas de olor para el tocador y para lavar el pelo, como la florilina y otras semejantes y las aguas para limpiar metales.

Aguardiente de todas clases, excepto el de caña que es de prohibida importación, brandy ó coñac y sus esencias, ajenjo, ginebra y sus esencias hasta 22° Cartier; pasando de este grado se hará la liquidación proporcionalmente.

Almendras mondadas.

Aparatos ó conformadores para medidas de sombreros.

Aparatos de fotografía.

Armaduras ó formas de tela engomada para sombreros, gorras y cachuchas.

Argollas y hebillas forradas en cuero ó suela.

Asentadores de navajas, piedras finas para amolar navajas y también la pasta para afilarlas.

Azafrán.

Azogue ó mercurio vivo.

Baúles, sacos de noche, bolsas y maletas de todas clases para viaje.

Botas para cargar vinos, y las bolsas y saquitos de género encerado para remitir muestras de granos al exterior.

Bragueros, candelillas ó sondas, suspensorios, hilas para heridas, mangas ó tros, pezoneros y teteros ó biberones, picos de teteras, mamaderas, émbo ventosas, collares anodinos, espátulas, lancetas, retortas, clisobombas, jerin de todas clases y sifones no especificados.

Bramante, brin, cotí, dril, doméstico, liencillo, platilla, warandol ó irla cruda de lino ó de algodón y toda otra tela cruda semejante, debiendo afor en esta clase cualquiera de estas telas aunque tengan listas ó flores de co siempre que el fondo sea crudo y la holandilla de hilo, negra ó azul.

Brochas y pinceles de todas clases.

Cajas de suela para sombreros.

Calendarios de todas clases.

Cámaras claras ú oscuras para dibujos ó fotografías y demás aparatos sem jantes.

Cañamazo de algodón para bordar y el de hilo crudo, similar al punto or nario que se emplea para mosquiteros.

Cápsulas, bolsas ó sacos de papel de cualquier clase y tamaño que sean, p uso de boticarios, estén ó no rotulados.

Carey sin manufacturar.

Caserillo, coleta blanca, lienzo de rosa, lomo de camello, crea de algodón la de hilo llamada crea cruda alemana, números 9, 10 y 11, la crehuela rayad de cuadros, pintada ó sin pintar y toda otra tela semejante á las expresadas, incluidas en clases anteriores.

Cedazos de alambre de cobre, de cuero, de madera ó de cerda.

Cepillos para dientes, el pelo, la ropa, el calzado y para cualquier otro us excepto los comprendidos en la 4ª clase.

Cera blanca pura ó mezclada, sin labrar, y la cera mineral.

Cerda de jabalí para zapateros.

Cola de pescado y cola líquida para pega de zapatos.

Colores y pinturas no incluidos en clases anteriores, como azulillo, ultr marino y el kalsonine, tierra de varios colores.

Corcho en tablas, en tapones ó en cualquier otra forma.

Cordonado para zapatos.

Cuarzo amatiste.

Cubeba.

Cortaplumas, navajas, tijeras, chambetas, cuchillos y tenedores, excepto l que tengan mango de hojilla de oro ó plata que corresponden á la 8ª clase y l que la tengan de plata alemana ó plateados ó dorados que corresponden a la clase.

Cuerdas y entorchados.

Cerveza concentrada.

Corteza de sasafrás y toda otra corteza medicinal.

Dril de algodón blanco y de color, la franela de algodón blanca ó de color, el llamado dril casinete de algodón y los batanes de algodón.

Drogas, medicinas y productos químicos no incluidos en las clases anterior lo mismo que todos los vermífugos y cualquier otro artículo ó substancia de u medicinal como el bicarbonato de soda, el vino de buey, la semilla de c

damomo y la planta que la produce; la cerveza peptonizada, la sal de roca para bestias y el elixir amargo de coca.

Encerados ó hules en cualquiera forma, menos los que se emplean para pavimentos, para enfardelar y para techos, incluidos en la 4ª clase.

Entretela de algodón.

Escobas, escobillas y escobillones de cerda.

Esencias y extractos de todas clases no especificados.

Esponjas.

Estereoscopios, cosmoramas, dioramas, panoramas, linternas mágicas y demás aparatos semejantes.

Farolillos de papel, cuellos, pecheras y puños de papel, inclusos los forrados en género y el papel manufacturado, no comprendido en otras clases.

Floretes, máscaras, petos y guantes para esgrima.

Fósforo en pasta.

Fotografías.

Frazadas de algodón.

Frazadas de lana blancas ó con franjas de color y las oscuras de cabrín.

Goma laca, resina de copal y toda clase de goma ó resina no especificada en otras clases.

Guantes de cerda y también los de esgrima.

Glicerina.

Hilo común de coser, el hilo flojo para bordar y el hilo flojo de una hebra simple, propio para tejidos mecánicos.

Imán.

Imágenes ó efigies que no sean de oro ó plata.

Instrumentos de música, y las cajas de música ó cualquiera de sus partes ó accesorios, exceptuándose los órganos y los pianos.

Instrumentos de cirujía, de dentistas y también los de anatomía, de matemáticas y otras ciencias, no incluidos en otras clases.

Jabón blanco jaspeado, llamado de Castilla ó de Marsella.

Jabón común.

Juegos de ajedrez, de damas, de dominó, de ruletas ú otros semejantes.

Láminas ó estampas de papel.

Libros ó libretines en blanco, creyones y carboncitos para dibujar, bultos y portafolios, libros de esqueletos litografiados para libranzas, lápices de todas clases, excepto los de pizarra, goma para borrar, sellos y timbres para cartas, tintas para escribir y polvo de tinta, cuchillos para papel, lapiceros, lacre, obleas, arenilla, plumas de acero, palilleros, tinteros y todo otro artículo de escritorio, con excepción de los sobres para cartas y de los artículos que tengan algo de oro ó plata.

Libritos con hojillas de oro ó plata finos ó falsos para dorar ó platear, el bronce en polvo y libritos para broncear.

Licoreras vacías ó con licor que no esté comprendido en una clase mayor.

Liencillo, brin y doméstico, crudo ó de colores, de hilo ó de algodón de cualquiera clase que sean.

Limadura de hierro.

Listados, arabias y guingas de lino ó de algodón ordinarios, propios sólo para vestuarios de peonaje.

Listones, cañuelas y cenefas ó molduras de madera, pintadas, barnizadas, doradas ó plateadas y los alzapaños de madera ó sean las abrazaderas ó perillas de madera que se usan para recojer las cortinas.

Luto elástico y de crespó para sombreros.

Licores dulces como chericordial, crema de vainilla, de cacao y otros semejantes.

Madapolán blanco, holandilla blanca, bretaña, doméstico, matrimonio de algodón, irlanda blanca ó de color, crea, elefante, platilla, liencillo, simpático, savaje de algodón y cualquier otra tela semejante.

Marcos ó cuadros de cualquiera materia que sean, con vidrios ó sin ellos, con estampas, retratos, efigies y láminas ó sin ellas.

Máscaras ó caretas de todas clases.

Macarrones, tallarines, fideos y cualquier otra pasta de sopas semejante.

Medidas de cuero, de tela ó papel, sueltas ó en estuches.

Muebles de madera fina, como palisandro, caoba, palo de rosa y nogal; los que tengan forrados el espaldar ó asiento de cerda, lana, algodón ó seda; los de madera ordinaria que estén dorados, y las urnas funerarias de cualquier clase que sean.

Nuez de agalla, nuez moscada y las flores de nuez moscada llamadas macis.

Pantallas de papel, de metal ó de género, y el papel de seda de color.

Pastillas de goma de cualquier clase que sean.

Perfumería de todas clases.

Pergaminos y sus imitaciones en cualquier forma, no comprendidos en otras clases; las telas que sólo se usan para encuadernar libros; la tela de algodón y goma tramada impermeable que se emplea para hacer mantas y sobretodos de invierno, y el fieltro de algodón para máquinas de litografiar.

Pesa-licores ó areómetros de todas clases y los alcohómetros.

Pinturas, cromos, dibujos, retratos sobre lienzo, madera, papel, piedra ú otra materia, los anuncios litografiados que vienen adheridos á cartones y las tarjetas con paisajes ó figuras en color propias para bautismo.

Polvos de arroz y otros semejantes para el tocador, las motas de plumas para usarlos y el caracol de Persia calcinado.

Porta-botellas y porta-vasos.

Polvora.

Tabaco hueva y el torcido para mascar.

Tanino.

Té y vainilla.

Tinta de China de marcar, la de teñir el pelo y cualquiera otra clase de tinta, excepto la de imprenta.

Velas de esperma, de parafina, de composición ó esteáricas y las mechas torcidas para las mismas.

Warandol crudo de lino ó de algodón, aunque tenga listas ó flores de color, comprendiéndose en esta clase el que tiene el fondo aplomado ó amarillo claro.

Yesqueros ó yesca ó mecha para yesqueros.

§ 6.—Clase VI.

Dos bolívares, cincuenta céntimos.

Abalorios, canutillos y cuentas de vidrio, de porcelana, de acero, de madera ó de cualquiera otra materia, excepto las de oro ó plata; los adornos para urnas funerarias; los objetos de fantasía de vidrio ó porcelana, cuando vengan guarnecidos de metal dorado ó plateado; las plantas artificiales compuestas de caucho, papel y género, representando palmas, begonias y hojas grandes y los envases para dulces cuando vengan forrados con seda ó terciopelo, ó adornados con flores ú otros artículos superiores á la 4ª clase, si no traen dentro los dulces que puedan contener.

Acero forrado y sin forrar para crinolinas y miriñaques.

Alemanisco, bretaña, bramente, cotí, crea, con excepción de la crea cruda alemana nos 9, 10 y 11 que corresponden á la 5ª clase, damasco, dril, estopilla, estrepe, florete, garantido, irlanda, platilla, ruán y el warandol blanco ó de color, de lino ó mezclado con algodón.

Alfileres, agujas, ojetes, horquillas, broches para los vestidos y para el calzado, ganchos de zinc para el calzado, hebillas para los sombreros, para los chalecos y pantalones y para el calzado, excepto las de oro ó plata.

Alfombras sueltas ó en piezas.

Almillas ó guarda camisas, bandas, birretes, calcetas, calzoncillos, pantalones, medias y guarda corsés de punto de media de algodón y las telas del mismo tejido. Las almillas ó guarda camisas con cuello y puños ó hechas como para ponérselos postizos pagan este derecho con un recargo de 50 por ciento.

Anteojos, espejuelos, gemelos ó binóculos, catalejos, lentes, telescopios y microscopios, excepto los que tengan la guarnición de oro ó plata, quedando incluidos en esta clase los cristales ó lentes para ellos que vengan por separado.

Barba de ballena y sus imitaciones.

Badanas.

Barómetros, higrómetros, cronómetros, termómetros, octantes ú otros instrumentos semejantes y las brújulas de todas clases.

Bastones, látigos, foetes, y salvavidas, con excepción de los que tienen estoque ó mecanismo para disparar que corresponden á la 7ª clase.

Botones de todas clases, excepto los de seda, plata ú oro.

Bayeta, bayetilla y ratina en piezas ó frazadas y las cobijas hechas de estas telas.

Cachimbos, boquillas y pipas para fumar, de ámbar, de porcelana y de cualquiera otra materia, excepto las de oro ó plata y las determinadas en la 3ª clase.

Cajas conteniendo necesarios de afeitar, costureros, indispensables y necesarios de viaje.

Caracoles ó conchitas sueltas ó formando piezas ó adornos.

Carteras, tabaqueras, tarjeteras, portamonedas, cigarreras, cajitas para anteojos, fosforeras, álbums que no tengan forro de terciopelo, ni dorados ni plateados en la pasta, y cualquier otro artículo semejante, excepto los que tengan algo de oro ó plata.

Cera manufacturada en cualquiera forma, excepto en juguetes para niños.

Colchas, sábanas, mantas, hamacas, cobertores y carpetas para mesas, de lino ó de algodón.

Cintas de goma para el calzado.

Coral en cualquier forma, excepto cuando venga montado en oro ó plata.

Coronas fúnebres y otros adornos funerarios semejantes.

Cordón delgado para tejer y cualquier otro hilo torcido en forma de cordón delgado, como los llamados de cartas y de coser velas, blanco ó de color, que por su flexibilidad no sea cordel y pueda aplicarse á los tejidos de mano ó en máquina.

Crinolinas, polisones y toda clase de miriñaques y los cauchos forrados ó sin forrar que se ponen en la parte interior de los trajes de señoras.

Cuchillos y tenedores con mangos de plata alemana ó metal blanco ó plateado ó dorados.

Colchones, jergones, almohadas y cojines que no sean de seda, las plumas de aves para hacerlos y la tela de alambre manufacturada en la misma forma de los jergones.

Cabuyeras de algodón para hamacas.

Damasco, coquí, bombasí, bordón, colchado, cotí, alemanisco, mahón, nanquín, nanquinete, estrepe, piqué, rasete, tangep, ó lino engomado de algodón blanco ó de colores, y cualquiera otra tela de algodón semejante á las expresadas no comprendidas en otras clases.

Dientes y ojos artificiales.

Dedales que no sean de oro ó plata.

Enaguas, fustanes, batas ó dormilonas y túnicos de algodón, hechos ó en cortes y las telas de algodón preparadas para enaguas con tiras bordadas ó sin ellas.

Efectos de plata alemana ó metal blanco y sus imitaciones, como bandejas, azafates, frenos, bozales, espuelas, estribos, charnelas, hebillas, arañas, lámparas, candelabros ú otros.

Efectos de hierro ú otros metales dorados ó plateados, no incluyéndose los artículos de escritorio que paragán siempre como de 5ª clase, aunque estén dorados ó plateados.

Estambre en rama y pelo de cabra.

Estuches con piececitas de acero, cobre ú otro metal para bordar, para limpiar la dentadura ó las uñas y para dibujos y pinturas.

Escobas, escobillas y escobillones de palma, junco ú otra materia vegetal.

Fieltro en piezas para gualdrapas.

Frazadas de lana ó mezcladas con algodón, con fondos de color ó de diferentes colores, y las mantas ó cobertores para camas, de lana ó mezcladas con algodón también de colores.

Géneros ó tejidos para chinelas, excepto los de seda.

Goma ó cinta de goma para el calzado.

Gutapercha labrada ó sin labrar.

Hilo de oro ó de plata falsos, alambrillo, lentejuelas, relumbrón, oropel, hojillas, galones, pasamanería y cualquier otro artículo de oro ó plata falsa para bordar ó coser.

Hueso, marfil, nácar, azabache y sus imitaciones, carey y sus imitaciones, caucho, goma elástica, láminas de celuloide, asta ó cuerno y talco, manufacturado en cualquiera forma, no especificados en otras clases y exceptuando también los manufacturados en juguetes para niños que corresponden á la 3ª clase y los que tengan algo de oro ó plata que corresponden á la 8ª clase.

Manteles, paños de mano y servilletas de todas clases.

Matrimonio de hilo ó mezclado con algodón.

Minuteros ó manecillas, llaves, muellecitos, resortes y otras piezas para el interior de los relojes, que no sean de oro ó plata.

Pábilo y algodón hilado flojo para pábilo.

Pañuelos de algodón, entendiéndose por pañuelo el que no pase de un metro de largo.

Papel dorado ó plateado, el estampado á manera de relieve y el pintado para hacer flores.

Paraguas, sombrillas y quitasoles, de lana, lino ó algodón.

Perlas y piedras falsas sin montar, ó montadas en cualquier metal que no sea oro ó plata.

Pieles curtidas no manufacturadas, excepto la suela blanca ó colorada que corresponde á la 4ª clase.

Plata alemana en cualquiera forma, no especificada.

Plumas de ganso preparadas para limpiadientes.

Plumeros para limpiar.

Prendas falsas.

Relojes de mesa ó pared, los llamados despertadores, los de agua ó arena, y cualquiera otra clase de reloj, excepto los de faltriquera y los introducidos por el Gobierno Federal para uso público.

Sombreros, gorras, cascos y pavitas de paja ó sus imitaciones, sin ningún adorno.

Suela charolada ó de patente no manufacturada.

Sextantes.

Warandol blanco de lino ó mezclado con algodón.

Zarazas, nanzú, calicós, cretonas, tarlatanes, brillantina, listado francés fino y los de otras procedencias finos, aplicables á trajes de señoras, popelinas, malvinas, japonesas, lustrillos, percalas de color y cualquiera otra tela de algodón de color semejante á las indicadas, y no mencionadas en otras clases, como el merino de algodón.

[Concluye en el número de abril.]

COMERCIO MISCELANEO.

REPÚBLICA ARGENTINA.

Importaciones durante 10 años.

Tomamos del informe anual del Departamento de Estadística de la República Argentina, preparado por el Señor FRANCISCO LATZINA, los siguientes datos sobre el tráfico y movimiento marítimo de aquel país; en 1887, las importaciones de la Gran Bretaña solamente alcanzaron un valor de $34,779,210; en 1896, llegaron á la suma de $44,729,996, ó sea un aumento de 28.6 por ciento en el término de diez años. De las importaciones totales en 1887, á Inglaterra correspondió el 29.7 por ciento, y en 1896, el 40 por ciento. Las importaciones de Alemania en 1887 ascendieron al 10.3 por ciento del total, y en 1896 al 12.4 por ciento, ó sea un aumento de sólo 2.1 por ciento. En 1887, tocó á Francia el 19.4 por ciento de la importa-

ción total, y en 1896, 10.7 por ciento, ó sea una disminución de 8.7 por cien
De los Estados Unidos se importó en 1887 por valor de $11,004,553, y en 1
$11,210,475. La proporción relativa respecto al total en los mencionados a
fué de 9.4 y 10 por ciento respectivamente, lo que muestra un aumento de
por ciento en los diez años. Las importaciones de Italia durante los diez a
en consideración aumentaron 4.1 por ciento.

Planta Eléctrica en Córdoba.

La Compañía denominada Light and Power Co
pany, establecida en Córdoba, acaba de completar
instalación de la planta eléctrica más grande de la República Argentina. I
maquinaria se compone de cinco turbinas de un total de 1,700 caballos de fuer
cinco generadoras de un total de 1,100 kilowatts, transformadoras con u
capacidad de 930 kilowatts y los necesarios conmutadores y demás aparat
para gobernar la maquinaria. Casi toda esta maquinaria ha sido fabricada
los Estados Unidos. Se ha extendido una línea de cable hasta Córdoba pa
la trasmisión de fuerza, y esta ciudad será alumbrada por la nueva planta que
definitiva contará con una capacidad de 6,000 caballos de fuerza.

La Córdoba Light and Power Company, es la primara compañía puramen
americana que se ha establecido en la Argentina y se espera que el éxito de e
empresa dé márgen á otras del mismo carácter.

BRASIL.

Derechos de Almacenaje en Santos.

Mr. FRANK D. HILL, cónsul de los Estados Unidos
Santos, comunica á esta Oficiana que todas las mercanc
que se entreguen en aquel puerto—sean ó no almacenadas—deben pagar 1 p
ciento sobre el valor declarado en la factura, por derecho de almacenaje. Cuan
los documentos relativos á las mercancías se demoran en llegar á Santos, y
entrada no se hace dentro de veinte y cuatro horas, el consignatorio debe, en
acto de la entrega, firmar una declaración (termo de responsibilidade) p
el valor de los géneros é importe del almacenaje. Trascurrido el término de
mes se cobrará un medio por ciento por cada mes ó fracción de mes adicion

Fábrica de Fósforos en Río Janeiro.

Los trabajos de la fábrica de la compañía denomina
Diamond Match Company, situada en Río Janei
adelantan rápidamente y se está colocando la nueva maquinara bajo la
rección de los Señores PRESTON y WARNER, ingenieros de los Estados Unid
Dentro de tres meses, se habrán puesto en su lúgar diez nuevas máquinas p
la fabricación de fósforos, así como todos sus accesorios, calderas nuev
motores, etc. La fábrica Cruzeiro podrá entonces producir diariamente 720,0
cajillas de fósforos, ó sea tres veces su producción actual. Si el consumo de fó
foros en el Brasil lo requiere, se pondrán en 1898 diez máquinas adicional
Su gran tamaño y lo perfecto de su maquinaria, permitirá á la fábrica Cruzei
proveer á todo el país, y llegará á ser no solamente una de las más grandes d
mundo, sino también la más perfecta, porque la maquinaria empleada en el
abraza todos los adelantos hechos y patentados últimamente en los Estad
Unidos en lo relativo á esta clase de maquinaria.

Goma de Pará y Manaos.

El "India Rubber World" de 10 de febrero publi
un cuadro comprensivo de las cifras de la exportación
goma por los puertos de Pará y Manaos en los años de 1889–1897. Con

materia de interés general se reproduce á continuación la parte del cuadro relativa á la exportación total á los Estados Unidos y á Europa. Se verá que en 1897 (en que tuvo lugar la mayor exportación) los Estados Unidos ocuparon el primer lugar en la importación.

Años.	Estados Unidos.	Europa.	Total.
	Libras.	*Libras.*	*Libras.*
1889	20, 004, 066	14, 946, 888	34, 950, 894
1890	21, 137, 177	15, 004, 652	36, 141, 820
1891	23, 872, 690	15, 335, 157	39, 207, 847
1892	25, 202, 008	15, 603, 324	40, 805, 332
1893	25, 011, 027	17, 163, 404	42, 174, 431
1894	23, 062, 386	19, 869, 306	42, 931, 692
1895	24, 804, 854	20, 983, 759	45, 788, 613
1896	19, 941, 956	27, 681, 888	47, 623, 484
1897	25, 565, 885	24, 014, 017	49, 579, 902

COLOMBIA.

Rivalidad Comercial. En un informe que ha dirigido al Ministerio de Relaciones Exteriores de la Gran Bretaña, Mr. M. VILLIERS, cónsul general interino de dicho país en Bogotá, llama la atención de su Gobierno á los activos esfuerzos que están haciendo los Estados Unidos para aumentar su tráfico en Colombia. A este respecto, hace referencia al hecho de que los Estados Unidos ocupan el primer lugar en cuanto al comercio en hierro, acero, material de ferrocarriles, material rodante, puentes, etc. Esta preponderancia se nota no solamente en los artículos de gran peso, sino también en los pequeños, tales como herramientas de acero, sierras, limas, escofinas, máquinas de picar carne, clavos franceses, etc. También se mandan de los Estados Unidos en gran cantidad, hierro laminado para construcciones, alambre de púas, bicicletas, máquinas de coser, relojes de mesa, joyería falsa, velas y aparatos eléctricos. El tráfico en géneros de algodón, lino y lana es comparativamente pequeño.

Prolongación de Ferrocarriles. Según informes recibidos directamente de Barranquilla, en la República de Colombia se está trabajando con gran actividad en la construcción de ferrocarriles. El ferrocarril de Antióquia propiedad del departmento de este nombre, que está en operación por una distancia de 32 millas de Puerto Berrio á Las Pavas, se está prolongando hasta Medellin, 91 millas. El Ferrocarril de Cúcuta y Puerto Villamizar, en el Río Zulia, que recorre una distancia de 34 millas, se extenderá hasta la frontera de Venezuela, y parte de la obra está ya terminada. El Ferrocarril de Girardot, de Girardot á Junta de Apulio (24 millas) será prolongado hasta un punto en el ferrocarril de Facatativa; esta extensión será de unas 48 millas. El ferrocarril del Cauca, de Buenaventura, en la costa, á San José (21 millas), ha sido traspasado al Gobierno Nacional; esta línea será prolongada hasta Cali, 64 millas hácia el interior.

GUATEMALA.

Recojida de Billetes. El Presidente de la República ha dispuesto en un decreto de fecha reciente que á contar del 1° de enero de 1898, los derechos de importación y exportación deberán abonarse en plata. El

decreto dispone también que se reanude la recojida de los billetes, suprimie de esta suerte la circulación de papel moneda autorizada á principios del pasado.

MÉXICO.

Cultivo del Lino. Se dice que el cultivo del lino en el Estado de More México, ha pasado ya del período experimental y of resultados prácticos. Mr. HAMER, que ha estado interesado en aquel cul durante los cuatro últimos años, tiene tierras sembradas de lino en difere partes del valle de Cuernavaca y está negociando el arrendamiento del valle Huaymac que contiene unos 1,000 acres de tierra, una gran parte de la cu dice que es propia para aquel cultivo. Dícese que el paño que se fabrica co lino que Mr. HAMER cultiva, es de gran duración y de la mejor calidad.

Puerto de Veracruz. Los trabajos de mejoramiento del puerto de Verac que comenzaron en 1895, á virtud de un contrato c brado con el Gobierno Mexicano por PEARSON & SONS de Lóndres, e progresando favorablemente. Los detalles relativos á esta empresa se pu caron en el BOLETÍN MENSUAL del mes de setiembre de 1895.

El ingeniero del Gobierno que tiene la inspección de los trabajos por cu de este, ha hecho un informe por el cual se sabe que la construcción de diques está progresando satisfactoriamente; se están colocando en ellos gra bloques de concreto. Se ha obtenido una profundidad de 8 metros y centímetros (unos 28 piés) en baja mar, entre el muelle del ferrocarril n icano y el dique del noreste; y en Laja de Adentro, se han obtenido metros (33 piés) de profundidad. En otras partes del puerto se han lleva cabo trabajos considerables, obteniéndose una profundidad proporcionada. trabajos de extensión del muelle de la aduana continúan con actividad; pilotes son de acero y el piso de madera. Se trabaja con gran actividad e construcción de las cloacas.

Comunicación Directa con Kansas City. La compañía denominada Port Arthur and Mexi Steamship Company, formada con el objeto de estable una línea de navegación que se enlace con la vía férrea que lleva el nombre Kansas City, Pittsburgh and Gulf Railroad, ha sido constituida legalmente conformidad con las leyes del Estado de Missouri, con un capital de $100,0 Al principio la línea tendrá solamente dos vapores de carga, pero se espera q más tarde se establecerá un servicio de pasajeros. Los vapores correrán en Puerto Arthur, término de ferrocarril, y los puertos mexicanos. Se asegura q ya se han celebrado contratos que garantizan 1,800 toneladas de carga cada n durante todo el año. Dichos cargamentos vendrán de varias partes de Méxi á Kansas City, que será el punto de distribución. Esta línea directa de comu cación por ferrocarril y por vapor, bajo una sola dirección, será, sin duda algu muy útil para el gran tráfico que existe ya entre Kansas City y otros punto la República de México.

Caducidad de una Concesión de Ferrocarril. El Gobierno mexicano ha declarado sin efecto la c cesión hecha á R. MARIN Y COMPAÑÍA para la constr ción de un ferrocarril de Toluca, capital de Estado de México, á Igu atravesando los distritos mineros de Tomascaltepec, Sultepec, Zacualpan Tasco. La rescisión del contrato se basa en la falta de cumplimiento por pa del concesionario que según dicho contrato, celebrado en 17 de diciembre

1896 y aprobado por el Congreso en 5 de enero de 1897, quedaba obligado á dar comienzo á los trabajos de la línea dentro de doce meses á contar de la última fecha. La caducidad de la concesión lleva consigo la pérdida por parte de la compañía de los $5,000 que se depositaron como fondo de garantía.

NICARAGUA.

Cargamentos de Plátanos Evaporados.

Mr. M. J. CLANCY, agente consular de los Estados Unidos en Bluefields, comunica á esta Oficina que algunos de los plantadores en las riberas del Rio Escondido y de sus tributarios, están haciendo experimentos en el embarque de plátanos evaporados. El primer cargamento se hizo á Nueva Orleans recientemente, con resultados muy satisfactorios; y se espera que por medio de este nuevo proceso, podrán utilizarse millones de pequeños racimos de plátanos, propios para secar, pero no adaptables á la exportación en el estado natural.

Los trabajos se llevan hoy á cabo de una manera basta y desmañada, pues las personas ocupadas en esta industria carecen de un conocimiento práctico de la materia. La introducción de maquinaria y trabajadores apropiados á estos trabajos, abrirá en Nicaragua una industria nueva y lucrativa y un mercado á los Estados Unidos para la venta de las herramientas y manufacturas que hayan de emplearse en esta industria.

PARAGUAY.

Cultivo del Tabaco.

El Gobierno del Paraguay está tomando medidas activas para revivir el cultivo del tabaco, que antes era un ramo importante de la industria en esta República, pues no solamente se producía tabaco para el consumo del país, sino también para la exportación. A fin de obtener el resultado que se propone, el Gobierno ha invitado á varios cubanos experimentados en la industria de tabaco, para que preparen un informe sobre el suelo y las oportunidades que el país ofrece. En opinión de dichas personas, algunas localidades presentan condiciones idénticas á las de los mejores terrenos de Cuba. Se ha escogido una plantación cerca de Villa Rica para hacer el experimento, y allí se instruirá á algunos paraguayanos en los métodos empleados en Cuba para el cultivo de tabaco. Aunque la cosecha de 1896, en esta parte del país fué pequeña, el artículo se reputó de igual calidad al de la Vuelta Abajo, y muestras de él se enviaron á la exposición de Bruselas. En 1895 el Paraguay exportó 4,744,096 libras de tabaco.

PERÚ.

Maquinaria para la Minería.

La actividad minera del Perú acentúa cada día la necesidad de maquinarias reformadas para aquella industria. Una de las necesidades más imperiosas es la del uso de dragas para llegar al lecho de los ríos donde hay depositadas inmensas cantidades de oro. Al presente se emplean medios muy primitivos: artesas de madera de una capacidad de 15 libras de arena. Por razón de la falta de medios apropiados solo se recoje oro de junio á octubre, época en que las aguas están bajas, pero si se emplearan dragas podría trabajarse durante todo el año. La terminación del nuevo camino de Crucero á Thara y Huari-Huari á través de una sección rica en depósitos, ofrecerá facilidades para el trasporte de maquinaria y el desarrollo de las minas de oro de aquella región.

Inmigración Japonesa.

Mr. ALFRED ST. JOHN, cónsul general interino Inglaterra en Lima, ha comunicado á su Gobierno llegada al Perú del representante de una compañía de inmigracion de Tokio cual ha celebrado contrato con varios dueños de plantaciones de azúcar par empleo en aquel país de 500 trabajadores japoneses, por lo menos. Se además que se establecerá una línea de vapores entre los puertos del Japón y de la América del Sur, la cual se utilizará para la conducción de estos trab dores. El objeto del proyecto no es solo ofrecer salida al exceso de pobla de los distritos del Japón, sino también abrir comunicación comercial dir con la América del Sur.

Comercio de Goma Elástica en Iquitos.

El comercio de goma elástica que tiene su centro Iquitos y su exportación por los puertos de Manac Pará, ha sido desde hace tiempo muy considerable. El "India Rubber Wor que se publica en New York, dice que la exportación directa de goma elás de Iquitos á Europa ha sido nueve veces mayor en los últimos cuatro año que las exportaciones de la goma que se trasborda después en los puerto Manaos y Para, ha aumentado también considerablemente. Este desarrollo comercio se explica fácilmente por la mayor facilidad de trasporte con cuenta aquella parte del país. Es de lamentarse, sin embargo, que en este nu ímpetu comercial del Alto Amazonas, el comercio del los Estados Unido figure en absoluto.

EL SALVADOR.

Pago de Derechos de Importación.

El Gobierno salvadoreño ha decretado que el pago 53 por ciento de los derechos de importación se hag la manera siguiente: 32 por ciento en oro americano, 10 por ciento en bo de aduanas, 5 por ciento en bonos emitidos por la casa de moneda, y 6 ciento en bonos de la deuda francesa. Cuando los bonos estén agotados porciones correspondientes se pagarán en oro americano, lo cual prueba que ha sido adoptado en aquel país como la base del nuevo talón de oro.

URUGUAY.

Comercio con los Estados Unidos en 1897.

En Cónsul General Don PRUDENCIO DE MURGUIO representante del Uruguay en los Estados Unidos remitido á esta Oficina una relación del comercio entre los dos países, en el común de 1897. El valor total de las exportaciones á los Estados Unidos de $4,391,063; el de las importaciones fué de $1,135,679; total del come durante el año, $5,526,742. Según este documento, las exportaciones as dieron á $3,560,115 durante los seis primeros meses, y á $830,948 durant seis últimos meses. La exportación de lana durante la primera mitad del llegó á $1,950,674, y la de la última mitad consistió en ochenta y cinco fa valuados en $14,825, lo cual acusa una disminución de $1,935,849. En el común de 1896, las importaciones procedentes de los Estados Unidos llegar $1,452,531. Estas cifras comparadas con las del año de 1897, acusan una minución durante este último año de $316,652. El Señor MURGUIONDO atrib la disminución en el comercio á los disturbios políticos del Uruguay durant año 1897; y como este estado de cosas ha cesado, el Señor MURGUIONDO esp una pronta restauración del antiguo comercio existente entre los dos países.

BOLETIM MENSAL

DA

SECRETARIA DAS REPUBLICAS AMERICANAS

UNIÃO INTERNACIONAL DAS REPUBLICAS AMERICANAS

VOL. V. MARÇO DE 1898. No. 9.

RELATORIO ANNUAL DA SECRETARIA.

ADMINISTRAÇÃO DO FINADO DIRECTOR, O SR. JOSEPH P. SMITH—ACTA DA COMMISSÃO EXECUTIVA—NOMEAÇÃO DE UM DIRECTOR PROVISORIO.

Uma reunião da Commissão Executiva da União Internacional das Republicas Americanas, realizou-se na Secretaria de Estado em conformidade com o convite do Secretario de Estado, Segunda-Feira, 28 de Fevereiro, de 1898, ás 11 horas da manhã.

Presentes: O Secretario de Estado, Presidente da Commissão; O Sr. ROMERO, Ministro do Mexico; Honrado WM. R. DAY, Sub-Secretario de Estado; O Sr. FREDERIC EMORY, Director interino da Secretaria das Republicas Americanas.

O Sr. ANDRADE, Ministro de Venezuela, não poude assistir á reunião, e designou o Sr. ROMERO para que o representasse, ficando assim constituido o quorum da commissão.

O relatorio annual do Director da Secretaria foi apresentado pelo Presidente da Commissão, e, por proposta do Sr. ROMERO, foi approvado e se ordenou que copias do mesmo fossem enviadas ás duas camaras do Congresso dos Estados Unidos, e aos Governos representados na União Internacional.

O relatorio do Sr. FREDERIC EMORY, sobre a condição da Secretaria das Republicas Americanas, foi lido pelo Sub-Secretario de Estado.

no primeiro ardor de seu estabelecimento. A Secretaria d muito do seu desenvolvimento recente á mais activa e vigil participação dos representantes em Washington das varias Re blicas interessadas, e acabou de ter prova notavel da aprecia generosa de seus trabalhos nos Estados Unidos pela verba sup mentar recentemente votada pelo Congresso dos Estados Un para fazer face ás despezas do exercicio corrente.

Depois de 26 de Janeiro de 1897, data do ultimo relat annual do meu predecessor, sahiram á luz as publicações seguin

Codigo de Nomenclatura Commercial, em inglez, hespa e portuguez (edição revista).

Codigo de Nomenclatura Commercial, em hespanhol, in e portuguez.

Codigo de Nomenclatura Commercial, em portuguez, hespa e inglez.

Directorio Commercial das Republicas Americanas, 1° vol.

Serviço Diplomatico e Consular das Republicas Latino-An canas e Hawaii nos Estados Unidos.

Serviço Diplomatico e Consular dos Estados Unidos. (Cor até 29 de Julho de 1897.)

Manual de Alaska.

Manual de Guatemala (revisto).

Manual de Hawaii.

Direitos de Importação do Peru, de 1896.

Direitos de Importação dos Estados Unidos de 1897 (ingl

Direitos de Importação dos Estados Unidos de 1897 (franc

Direitos de Importação dos Estados Unidos de 1897 (p guez).

Direitos de Importação dos Estados Unidos de 1897 (he nhol).

Boletins Mensaes de Fevereiro de 1897, a Janeiro de 1 inclusive.

Directorio de periodicos da America latina.

Lista official de endereços da Secretaria das Republicas A ricanas.

Reciprocidade e commercio.

Commercio hespano-americano.

Especificações para o novo edificio do Governo na cidad Mexico.

Relações commerciaes na America.

Copias destas publicações acompanham a este relatorio, c annexos I a XX, inclusive.

A obra mais importante do anno foi a preparação do Directorio Commercial das Republicas Americanas. Logo depois de entrar nos deveres do meu cargo, fiquei convencido de que um dos meios mais efficazes para pôr os fabricantes e mercadores dos differentes paizes em relações mais estreitas, assim promovendo as industrias e o commercio, era provel-os de uma fonte de informação digna de confiança a respeito dos nomes de casas dedicadas a ramos especiaes de commercio ou de industria, supplementada de dados mais recentes sobre os recursos, commercio, manufacturas, usos commerciaes, leis de patente e de propriedade, privilegios de negocio, direitos de alfandega, regulamentos de passaportes, etc., das Republicas Americanas e das colonias das Antilhas e da America Central e do Sul, com as quaes têm relações commerciaes.

Vi que uma obra desta natureza foi reconhecida entre negociantes dos Estados Unidos como uma necessidade immediata para promover o commercio com os paizes latino-americanos. A Secretaria publicára no passado directorios commerciaes, os quaes, ainda que de utilidade no periodo em que se publicáram, já tornáram-se antiquados. Senti que a Secretaria necessitava de uma encyclopedia practica das industrias e commercio dos paizes de que se compõe a União Internacional. De certo, uma tarefa de tal magnitude involveu grandes despezas pela collecção e compilação de uma grande quantidade de dados, sua traducção em hespanhol, portuguez e francez, e a classificação de muitos milhares de nomes.

Pareceu-me, sobretudo, ser indispensavel que a obra fosse preparada com muito cuidado, para que fosse reconhecida em todo o mundo como livro de consulta. Era uma obra que, sob condições ordinarias, teria necessitado longo tempo, mas pela cooperação activa da Secretaria de Estado, e pelo augmento no numero do pessoal da Secretaria para este fim, e auxilio valioso dos Governos interessados, por intermedio de seus representantes em Washington e de empregados de suas varias repartições administrativas, cheguei a acabar e publicar o primeiro volume, em quasi oito mezes depois de ter pensado no trabalho, e quasi cinco mezes depois de começada a obra.

Primeiramente propunha-se publicar um só volume, mas achou-se que a quantidade de dados valiosos foi tão grande que se exigiriam dous volumes. Actualmente se está publicando o segundo

volume e este sahirá a luz antes do primeiro de Março. Em outras palavras, terei a satisfação durante o primeiro anno do meu desempenho do cargo de Director, de ter levado a bom exito uma obra que provará effectivamente a capacidade da Secretaria de realizar os objectos para os quaes foi estabelecida, e, especialmente, de dar á luz publicações não sómente de valor ao commercio mas tambem de importancia a economistas, financeiros e legisladores em todo o mundo. Quanto a isto, tenho confiança de que serei absolvido de qualquer accusação de egoismo elogiando uma obra com a qual tenho sido tão intimamente identificado, pelos testimunhos submettidos com este na forma de grande numero de cartas não solicitadas que foram recebidas de organisações commerciaes e de homens de negocio (Annexo XXI).

Entre estas achar-se-hão cartas de recommendação do ultimo Secretario de Estado dos Estados Unidos, o Honrado RICHARD OLNEY, que era tambem o honrado presidente de sua commissão e um dos mais ardentes advogados do systema sob o qual a Secretaria é administrada; do Honrado WARNER MILLER, por muitos annos identificado com o Canal de Nicaragua; do Sr. WILLIAM E. CURTIS, primeiro Director da Secretaria; do Sr. CLINTON FURBISH, meu predecessor immediato; do Sr. THEODORE C. SEARCH, Presidente da Associação Nacional de Manufactureiros; d'um numero de homens de negocio bem conhecidos que têm sido identificados por muito tempo com o commercio da America do Sul, e um numero de Senadores e Representantes do Congresso dos Estados Unidos.

Copias do primeiro volume do Directorio foram enviadas no dia 11 de Novembro de 1897 aos Presidentes das Republicas de que se compõe a União, e no mesmo dia uma copia foi formalmente apresentada ao Presidente dos Estados Unidos pelos representantes da Commissão Executiva, incluido o Honrado JOHN SHERMAN, Secretario de Estado dos Estados Unidos; Senhor Don MATIAS ROMERO, Ministro do Mexico e o Senhor Dr. Don MARTIN GARCIA MÈROU, Ministro da Republica Argentina. Uma completa relação da ceremonia da apresentação é submettida com este. (Annexo XXII.) Copias foram tambem transmittidas aos membros do Gabinete do Presidente, os quaes accusaram o recebimento dellas em cordeaes termos de appreciação, como é evidente de suas cartas apresentadas com este. (Annexo XXII.) Ainda

que se creia que o Directorio possa ser sujeito á prova da mais severa critica, espera-se que nas edições futuras se torne ainda mais valioso aos grandes interesses a que foi destinado.

A experiencia da Secretaría em connexão com a publicação do Codigo da Nomenclatura Commercial, de que quasi a inteira edição está agora em deposito esperando compradores, me fez adoptar os methodos de prosperas casas de imprensa de solicitar assignaturas em adiantamento, com o resultado de ter vendido a repartição commercial da Secretaria, situada em New York, 3,079 copias do Directorio Commercial até 1° de Janeiro, no valor de $15,395. O custo total do Directorio, incluindo-se a compilação e a publicação de materia descriptiva e estatistica e sua traducção em varias linguas, e a collecção e classificação de mais de 100,000 nomes de firmas, foi de cerca de 48,000. O producto do Directorio montará approximadamente a $20,000, deixando $28,000 como o custo liquido. Parece-me que esta despeza é inteiramente justificada pelos grandes resultados para os interesses communs, que parecem ser assegurados.

Além do Directorio Commercial, que tem occupado tanto do tempo e das energias da Secretaria, o BOLETIM MENSAL, que é a publicação official da União Internacional, foi muito ampliado e melhorado durante o anno passado. Ha uma edição mensal de 75,000 copias, de que mais de 40,000 são circuladas nos paizes latino-americanos, e as rendas provenientes de annuncios augmentaram-se de $6,416.14 durante o exercicio findo em 30 de Junho de 1897, a $13,025.24 durante os seguintes seis mezes até 31 de Dezembro de 1897, ou mais que o dobro da renda do anno anterior. Para os seis mezes do 1° de Janeiro até 1° Julho de 1898, as rendas desta fonte não serão menores provavelmente, de $30,000.

Espera-se, afinal, que a renda proveniente de annuncios fará que o BOLETIM MENSAL possa sustentar-se por si mesmo. Não se propõe fazer do BOLETIM uma fonte de lucro para a Secretaria, mas simplesmente obter os meios para assegurar o melhor material para suas paginas e estender sua circulação para todos os pontos que são de importancia no desenvolvimento do commercio internacional. Ver-se-ha que, si se seguir este systema de proceder, o BOLETIM deverá tornar-se ultimamente uma grande agencia para promover os interesses dos manufactureiros e negociantes em todas

as republicas. Estava disposto, quando primeiramente assumi meu encargo de Director da Secretaria, a duvidar da prudencia de inserir no BOLETIM annuncios pagos, mas depois de ter estudado cuidadosamente o assumpto, fiquei convencido de que os beneficios que todas as Republicas Americanas obteriam pela adopção do systema resolvido pela conferencia de representantes da União Internacional celebrada em 1896, sustentariam a prudencia da resolução tomada nesta occasião.

Uma rasão importante de inserir annuncios no BOLETIM se acha no facto de que é sómente por meio de annuncios que o povo de um paiz pode obter informação sobre o commercio, manufacturas e opportunidades de negocio de outros paizes. Isto é demonstrado claramente pela experiencia pratica da Secretaria no recebimento de cartas de um grande numero de manufactureiros, mercadores e embarcadores dos Estados Unidos, que a informam de grande augmento de commercio como resultado do contacto directo entre vendedor e consumidor, obtido por meio de annuncios no BOLETIM. Achar-se-ha juntamente com este relatorio um numero de cartas recebidas de casas importantes dos Estados Unidos, citando exemplos definitivos de negocios obtidos por este meio. (Annexo XXIII.) Os beneficios descriptos, são os que se seguem immediatamente nos Estados Unidos, e por isso creio que a Secretaria tem direito de esperar o apoio proporcionado deste paiz; mas todas as nações da União Internacional receberão, sem duvida, sua parte dos beneficios resultantes do augmento de commercio, que se pode esperar com confiança que d'ahi resultará.

O Codigo de Nomenclatura Commercial que foi começado pelo primeiro Director da Secretaria sob instrucções da União Internacional, foi concluido e publicado em uma forma mais conveniente do que a proposta primeiramente, em tres volumes, em inglez, hespanhol e portuguez, com os equivalentes em cada caso nas outras linguas, dentro de tres mezes depois de minha nomeação como Director. O valor desta obra, que tem sido proseguida por um periodo de sete annos, é geralmente reconhecido entre os que se dedicam ao commercio latino-americano, e, no correr do tempo, será possivel augmental-a e aperfeiçoal-a.*

* Veja-se o BOLETIM de Fevereiro, pagina 1380. Codigo de Nomenclatura Commercial adoptado pelo Secretaria do Thesouro dos Estados Unidos para uso como livro de consulta nas alfandegas.

Durante o verão passado a Secretaria publicou manuaes especiaes do territorio de Alaska e de Hawaii, por causa do interesse popular provocado pela descoberta de ouro n'aquelle e pela proposta annexação deste aos Estados Unidos, e pela procura geral de informações que se considerava que esta Secretaria deveria supprir. Pode-se lembrar que Hawaii, ainda que não seja formalmente parte da União, foi incluido no primeiro plano de suas operações, e sua relação especial aos Estados Unidos parece-me justificar sua inclusão no escopo geral dos trabalhos da Secretaria. Pela mesma rasão, Hawaii foi incorporado no 1° volume do Directorio Commercial. Mudanças nas tarifas de Alfandega dos varios paizes de que se compõe a União Internacional, foram promptamente publicadas durante o anno, e edições especias das novas leis de tarifa do Peru e dos Estados Unidos foram publicadas. A lei de tarifa dos Estados Unidos foi publicada em hespanhol, portuguez e francez, assim como em inglez. Estão-se preparando edições revistas dos Manuaes do Brazil, Columbia, Costa Rica, Mexico e Venezuela, as quaes sahirão á luz em breve maiores em forma e contendo informações estatisticas as mais recentes.

Além das publicações acima mencionadas, a Secretaria augmentou seus trabalhos estabelecendo uma repartição de informação, com o fim de responder com a menor demora, e tão exacta e extensamente como for possivel, a muitos pedidos de dados especiaes relativos ás republicas latino-americanas que lhe chegam todos os dias. Desde o primeiro de Setembro, quasi 400 cartas desta natureza foram recebidas e promptamente respondidas, depois de ter feito as necessarias investigações, com o resultado de augmentar muito as informações de commerciantes dos paizes interessados quanto ás condições de uma maior troca de productos entre elles. Os trabalhos da Secretaria tendo sido muito augmentados, achava-se necessario augmentar o numero de empregados para fazer face á exigencia especial da prompta publicação do Directorio Commercial. Depois de ter passado a exigencia, o pessoal foi reduzido a um numero quasi normal; mas quero dizer francamente que a Secretaria deve ter necessariamente grande numero de empregados e pagar salarios liberaes si os trabalhos da Secretaria tiverem de corresponder ás necessidades do desenvolvimento do commercio entre as republicas do hemispherio

occidental. Além d'um numero consideravel de amanuenses, absolutamente indispensavel que a Secretaria seja provida d traductores efficientes, que possam traduzir promptamente en hespanhol, portuguez e francez, a grande quantidade de dado preparados para as publicações.

Além destes, deveria ter ás suas ordens os serviços de pessoa habilitadas a escrever sobre as condições economicas que forman a base do desenvolvimento do commercio entre as republica americanas. Este emprehendimento, que, com a approvação d Commissão Executiva, me daria muito prazer proseguir com enei gia, exige talentos superiores e seria futil dissimular o facto de qu os grandes propositos da União Internacional não podem ser pro movidos sem o dispendio de maiores sommas do que os pequeno recursos até hoje á disposição da Secretaria. Isto é mais evident quando consideramos o facto de que as obras já realisadas—im perfeitas e longe de satisfactorias como devem ter sido para c meus predecessores, ainda que reflectissem grande credito sob elles, levando em conta as desvantagens com que luctavam—nã se teriam podido obter sem fundos muito em excesso do orç mento, o qual nunca era mais de $36,000 por anno.

Investigações mostrarão que os Directores anteriores da Secr taria foram obrigados a recorrerem a varios expedientes afim c poderem imprimir as publicações que sahiram á luz de tempos tempos. Não teria sido possivel imprimir estas publicações co os fundos á disposição da Secretaria, Obteve-se autorisação c Congresso dos Estados Unidos para publicar os differentes m nuaes e outras publicações como documentos congressionaes, q deviam ser pagos do fundo geral de impressão. Apezar dis *deficits* foram incorridos nas contas do impressor publico, e descobriu recentemente o facto de que estes *deficits* montam uma somma consideravel. Por falta da autorisação do Congres de que os meus predecessores gozavam, fiquei muito perple para determinar o modo pelo qual esta difficuldade podia s remediada. Entretanto, espero que este embaraço seja ajustac satisfactoriamente pelo Congresso dos Estados Unidos.

O augmento temporario do pessoal da Secretaria augment necessariamente as despezas, e as exigencias dos trabalhos des então têm esgotado o orçamento regular e taxado pesadamen

os fundos recebidos de annuncios. Nestas circumstancias, chamei a attenção do Secretario de Estado dos Estados Unidos para o assumpto, e se pediu ao Congresso dos Estados Unidos para votar uma verba supplementar de $41,972 para fazer face ás despezas da Secretaria durante os seis mezes findos em 30 de Junho de 1898. Esta verba foi votada sem opposição, facto que demonstra a appreciação pelo Cogresso do valor practico dos trabalhos da Secretaria.

Tambem tem-se recommendado ao Congresso que faça todo o orçamento de $36,000 para as despezas da Secretaria para o exercicio findo em 30 de Junho de 1899. Quero dizer, entretanto, que esta somma, na minha opinião, está longe de ser proporcionada ás futuras exigencias da Secretaria, e proponho aos representantes dos paizes de que se compõe a União Internacional, que deem passos afim de assegurar á Secretaria o uso das quotas contribuidas pelas outras republicas, as quaes são actualmeute entregues ao Thesouro dos Estados Unidos para reembolsal-o da quantidade das quotas dos varios paizes. Por conseguinte, a renda da Secretaria destas fontes seria de $45,000 ou $50,000. Esta somma mesma não seria sufficiente para as exigencias, e espera-se que se tomem providencias para assegurar á Secretaria fundos que correspondam á importancia e valor pratico de seus trabalhos.

Um dos objectos que tenho tido em vista desde o momento em que reconheci as capacidades da Secretaria, tem sido a cooperação activa de todos os membros da União Internacional, não sómente a cooperação dos Governos destes paizes aos quaes devo apoio valioso, mas a dos interesses industriaes e commerciaes de toda a classe. Parece-me que este objecto podia ser servido pela nomeação de commissarios que representassem a Secretaria, sem remuneração, nos principaes centros industriaes e commerciaes dos varios paizes. Seria encargo especial da Secretaria fornecer estes representantes com informações exactas sobre as opportunidades e o desenvolvimento do commercio, o estado dos mercados, as exigencias dos consumidores, etc., dos outros paizes, e os commissarios, por outro lado, contribuiriam para a Secretaria, de suas respectivas localidades, com grande quantidade de dados valiosos, e tambem poderiam chamar a attenção de negociantes de sua localidade para os trabalhos da Secretaria. Espero que esta idea

seja approvada pela Commissão Executiva e que possa ter su cooperação no que me parece ser meio pratico e valioso par promover as relações commerciaes.

Tenho o prazer de communicar á Commissão Executiva qu a Secretaria, de accordo com a recommendação da Commissão por intermedio dos representantes dos paizes latino-americanos nc Estados Unidos, e dos ministros dos Estados Unidos junto áquella Republicas, obteve para as publicações da Secretaria os privilegic de porte franco nas Republicas de Costa Rica, Equador, Guate mala, Haiti, Honduras, Nicaragua, e Venezuela. Reconheci importancia desta concessão logo depois de encarregar-me dc negocios da Secretaria, e quero declarar minha apreciação pel promptidão com que meu pedido foi concedido pelas different Republicas. Anteriormente o Mexico era o unico paiz da Uniã Internacional que tinha concedido privilegios de porte franco á publicações e correspondencia da Secretaria. Espero que ma tarde, todos os paizes da União Internacional sejam incluid neste arranjo, pelo qual se faz grande economia nas despezas c Secretaria.

Uma das evidencias mais animadores da crescente apreciaçã dos trabalhos da Secretaria tem sido o interesse activo mostrac pelas grandes organisações commerciaes dos Estados Unidos, ta como a Associação Nacional de Manufactureiros, o Museu c Philadelphia, as associações de exportação de New York, o Clu Hespanhol de St. Louis e outras organisações. Estas different organisações esforçaram-se por muito tempo para promover relaçõ commerciaes entre os Estados Unidos e os paizes sul-americanc O Museu de Philadelphia deu evidencia notavel de sua libera dade e iniciativa na viagem que homens de negocio da Ameri do Sul fizeram nos Estados Unidos no verão passado, a qual f o resultado de seus esforços especiaes, e a Associação Nacional Manufactureiros recentemente deu um passo de grande impc tancia no estabelecimento d'um armazen de amostras em Caraca

Todas estas organisações reconhecem o facto de que esta Secr taria podia tornar-se instrumento poderoso, não para anteci ou substituir seus trabalhos, mas para assistil-os por esforços inte ligentes e bem dirigidos. Minha idea da Secretaria é a d grande agencia para promover emprezas particulares ou incorp radas e remover obstaculos contra ellas. Os negocios que têm

sido introduzidos na administração da Secretaria foram sómente os que favorecem este fim. Seria infeliz, na minha opinião, si os trabalhos da Secretaria combatessem desnecessariamente os de qualquer agencia organisada para promover o commercio. Todas estas agencias devem ser fomentadas e desenvolvidas, e estou certo de que seus interesses serão promovidos de melhor modo cooperando com a Secretaria nos seus esforços de infundir intelligencia e energia no commercio entre os varios paizes. O que contribue para augmentar os recursos e a influencia da Secretaria, resultará, afinal, no beneficio de todos aquelles que querem tomar maior parte no commercio das differentes Republicas. Pela mesma rasão, a Secretaria é interessada nas varias emprezas para celebrar exposições das industrias e commercio dos differentes paizes da União, para estabelecer museus de artigos manufacturados e outros productos, augmentar as agencias de informação commercial e nas emprezas analogas.

Nesta connexão quero chamar especialmente a attenção para a Exposição Trans-Mississippiana, que terá lugar em Omaha durante o proximo verão; para a Exposição Pan-Americana que terá lugar em 1899, em Buffalo, e solicita o apoio generoso da União Internacional; e para a Exposição de Paris em 1900, assim como para as exposições projectadas nos varios paizes da União. Na minha opinião, a Secretaria das Republicas Americanas deve ser representada nestas exposições e esta exigencia fornece outra rasão para grande augmento dos recursos da Secretaria. Recommendo este assumpto á attenção especial da Commissão Executiva, e ficaria agradecido si tivesse uma declaração formal de sua approvação do plano indicado.

Outro assumpto que me tem attrahido a attenção e interessado, á proporção que me tenho familiarisado com as condições praticas do commercio entre os differentes paizes deste hemispherio, é a necessidade absoluta de tratados de reciprocidade para o desenvolvimento do commercio entre os paizes americanos. Este assumpto, como sabe a Commissão Executiva, está recebendo a attenção d'um enviado plenipotenciario especial dos Estados Unidos, e espero que seus trabalhos tenham resultados praticos para todos os paizes da União Internacional. Não se pode duvidar que os fabricantes dos Estados Unidos desejam celebrar arranjos desta natureza, que os ponham nas condições de venderem

seus productos nos paizes do sul, e sua influencia será manifestada, sem duvida, para com aquellas concessões que derem aos paizes latino-americanos as maiores sahidas para seus productos nos Estados Unidos. Parece-me meu dever especial auxiliar este emprehendimento tanto quanto poder, e sinto muita satisfação, em notar muitas indicações de semelhante sentimento, não sómente nos Estados Unidos, mas tambem nas republicas da União Internacional.

Sinto profundamente que o estado da minha saude durante os ultimos seis mezes me impedisse de proseguir os planos com a energia que minha continua presença no lugar ter-me-hia permittido exercer. Espero, entretanto, que nenhuns dos interesses da Secretaria tenham soffrido, mas, pelo contrario, que se achem effectivamente adiantados. Quando me fôr restabelecida a saude, ser-me-ha causa de muito prazer assumir de novo os meus deveres, e sentir que tenho conquistado sua approvação e que posso confiar na sua cooperação, augmentando os trabalhos da Secretaria e dirigindo-os de modo que sejam realisados os planos judiciosos e liberaes da União Internacional.

Remetto juntamente com este, uma relação da receita e despeza da Secretaria até 1° de Janeiro de 1898. (Annexo XXIV.)

Com gratidão ao honrado presidente e distinctos membros da Commissão Executiva, pelos conselhos e serviços prestados nos momentos criticos dos negocios da Secretaria durante o anno passado.

Tenho a honra de ser, obediente servidor,

JOSEPH P. SMITH, *Director.**

[Annexos.]

I–XX. Publicações da Secretaria das Republicas Americanas.

XXI. Cartas de recommendação do Directorio Commercial.

XXII. Conta da ceremonia da apresentação do Directorio Commercial ao Presidente dos Estados Unidos, incluindo a carta de transmissão e as cartas dos Membros do Gabinete relativas a elle.

XXIII. Cartas de homens de negocio relativas á inserção de annuncios no BOLETIM MENSAL.

XXIV. Receita e despeza da Secretaria.

Omittem-se estes annexos por falta de espaço.

* O Sr. SMITH estava tão enfermo quando este relatorio lhe foi submettido, que não poude examinal-o. Como se explicou acima, o relatorio foi preparado de accordo com as notas escritas por elle.

ANNUNCIOS NO BOLETIM.

A seguinte circular que explica a acção da Commissão Executiva ao rescindir o contracto celebrado com o Sr. CHARLES E. LOCKE, até agora agente de annuncios da Secretaria, foi enviada aos annunciantes no BOLETIM MENSAL, publicações commerciaes, commerciantes eminentes, etc.

SECRETARIA DAS REPUBLICAS AMERICANAS,
UNIÃO INTERNACIONAL DAS REPUBLICAS AMERICANAS,
Washington, E. U. da A., 5 de Março de 1898.

SENHOR: Sois informado por esta de que n'uma reunião da Commissão Executiva da União Internacional das Republicas Americanas, que teve lugar no dia 28 de Fevereiro, fuí nomeado Director da Secretaria das Republicas Americanas, por um periodo que não exceda o exercicio findo em 30 de Junho de 1898, afim de reorganizar os negocios da Secretaria. Nesta reunião recebi instrucções de rescindir o contracto celebrado com o Sr. CHARLES E. LOCKE, para solicitar, em commissão, annuncios e assignaturas para as publicações da Secretaria, por se ter visto que este methodo de conduzir os negocios da Secretaria causava gastos muito em excesso das receitas, e tambem punha em conflicto os interesses das publicações commerciaes e casas editoras dos Estados Unidos com esta Secretaria.

O objecto primordial da Commissão Executiva, que, como sabeis, é composta dos representantes das Republicas latino-americanas e dos Estados Unidos, foi obter fundos dos annuncios que augmentassem a utilidade da Secretaria sem envolver os governos interessados em gastos addicionaes.

Crê-se que se podem servir estes interesses sem prejudicar os de particulares no paiz, si se continuar recebendo annuncios para o BOLETIM MENSAL da Secretaria, fazendo a dita publicação tão valiosa que mereça o apoio não sómente das casas de commercio que solicitam mercados nos paizes latino-americanos e dos exportadores destes paizes que desejam vender seus productos nos Estados Unidos, mas tambem das publicações commerciaes e de todos os outros interesses que possam receber beneficios com o desenvolvimento do commercio com a America-latina.

Este ramo dos trabalhos da Secretaria ainda não tem sido aperfeiçoado quanto aos detalhes; mas, entretanto, solicito a V. S. respeitosamente que estude com attenção o assumpto. Muito me agradaria poder contar com seu apoio nos meus esforços para levar ao cabo o que, tenho o conhecimento pessoal, era o plano do finado Director, JOSEPH P. SMITH, estabelecendo esta Secretaria sobre um plano digno e fazendo-a uma agencia activa para o desenvolvimento do commercio entre as Republicas Americanas.

Sou com respeito,

FREDERIC EMORY,
Director.

RELAÇÕES COMMERCIAES ENTRE OS PAIZES AMERICANOS.—IX.*

RECURSOS INTERIORES DA AMERICA CENTRAL.

No numero do BOLETIM MENSAL correspondente ao mez de Fevereiro, tratou-se dos recursos naturaes do Mexico. Vamos agora fallar dos da America Central, que é uma das tres grandes secções em que se divide nosso continente.

Com uma extensão territorial quasi igual á da França, a America Central contem apenas uma população menor que a da Belgica, cujo territorio é muito mais pequeno que o da Republica de Costa Rica. Tendo um solo muito rico que dá em abundancia todos os productos da zona tropical, com uma posição geographica sem rival, gozando d'um clima suave e saudavel, com um immenso littoral sobre ambos os mares e com a perspectiva d'um canal interoceanico atraves de seu territorio, a America Central está destinada a um futuro brilhante e a ser um dos grandes emporios do commercio universal.

A falta de boas vias de communicação entre os cinco Estados tem impedido, até certo ponto, o desenvolvimento d'aquelle bello paiz. Mas durante os ultimos annos tem-se notado grande actividade na construcção de estradas de ferro, e, ainda que até hoje estas se limitem ao trafico interior de cada secção, mais tarde unirão as secções e darão em resultado um grande impulso á industria, agricultura e ao commercio.

As principaes estradas de ferro que actualmente existem na America Central são estas: em Guatemala, a Estrada de Ferro do Sul que parte do porto de San José, no Pacifico, passa por Escuintla e termina na capital depois de ter percorrido uma distancia de 75 milhas; a Estrada de Ferro Occidental, que tem 41 milhas de extensão e une San Felipe com o porto de Champerico; um ramal da Estrada de Ferro do Sul, entre Escuintla e Patulul; uma linha de Iztapa á estação de Naranjo, na Estrada de Ferro Central ou do Sul, e um ramal da Estrada de Ferro do Norte de 129 milhas de extensão, de Puerto Barrios a Rancho de Sa

*O primeiro artigo desta serie escripto por JOSEPH P. SMITH, finado Director, foi publicado no BOLETIM MENSAL de Julho de 1897. A serie será continuada por differentes contribuidores nas linhas estabelecidas pelo Senhor SMITH.

Augustin. No Salvador ha a linha ferrea que vai do porto de Acajutla á cidade de Santa Anna, e de Armenia a Ceiba, e a de Santa Tecla á capital. Honduras tem uma estrada de ferro que une Puerto Cortez com San Pedro Sula. Em Nicaragua existe uma boa linha ferrea dividida em duas secções. A primeira corre de Corinto a Momotombo, sobre o lago de Managua, por uma distancia de 58 milhas, e a segunda que é de 32 milhas, vai de Granada á capital, que tambem está situada na margem do mesmo lago. A communicação entre este ultimo ponto e Momotombo se faz por meio de vapores pequenos, mas muito commodos e bem construidos.

Costa Rica tem duas estradas de ferro abertas ao trafico, uma para o Atlantico e outra para o Pacifico. A primeira é de maior importancia, porque une a capital com o porto de Limón, que é o principal da Republica e um dos melhores da America Central. Esta linha tem uma extensão de 117 milhas e termina em Alajuela. A outra estrada de ferro corre de Esparta ao porto de Puntarenas, e é sómente de 14½ milhas. Entre as estradas de ferro que se estão construindo na America Central, devem ser mencionadas as seguintes: Em Guatemala, a Estrada de Ferro do Norte, entre Puerto Barrios e a capital da Republica, uma parte da qual já está terminada; no Salvador está para concluir-se uma estrada de ferro do porto da União á capital, que terá mais de 200 kilometros de extensão, e que passará pelas principaes cidades do oriente. Tambem se está construindo a secção de Ceiba a Santa Tecla. Em Nicaragua estão muito adiantados os trabalhos na estrada de ferro de Masaya a Diriamba, que atravessa uma das partes do paiz onde se produz o melhor café, e em Costa Rica tem-se começado a construcção da estrada de ferro ao Pacifico.

Os principaes productos da America Central são café, assucar, cacáo, anil, milho, tabaco, borracha, couros, madeiras de construcção, páus de tinturaria, e todas as fructas tropicaes, entre as quaes occupa o principal lugar a banana. O café da America Central é famoso em todos os mercados do mundo. Seu cultivo tem sido desenvolvido nos ultimos annos de uma maneira maravilhosa e continúa augmentando, apesar de que o preço do artigo tem baixado consideravelmente. Em Guatemala e Costa Rica a colheita de café representa a maior parte da producção nacional. Na primeira destas republicas havia em 1892 uma extensão de mais de 964 caballerias dedicadas ao cultivo do café, e o numero de arvores

era então de 64,186,922. A colheita montou a 36,999,464 libr naquelle anno.

O café é o grande producto de Costa Rica, aonde foi levac pela primeira vez em 1796, e o que se produz naquelle paiz é c superior qualidade, como se prova pelos altos preços que te obtido nos mercados da Europa, principalmente na Inglater Exportam-se annualmente cerca de 40,000,000 libras. Na Exp sição de Chicago houve 75 expositores de café de Costa Rica, d quaes 55 receberão medalhas, proporção que não conseguiu obt nenhum dos outros paizes que figuraram naquella grande exposiçã No Salvadar o café se dá em todos os districtos da Republic Nos planaltos do interior de Honduras se dá café de excellen qualidade, e ainda que até agora a producção tenha sido limitad todo indica que dentro de pouco tempo augmentará notavelment N'um relatorio que dirigiu á Secretaria de Estado em data de 6 c Fevereiro de 1897, acerca do cultivo de café em Nicaragua, Ministro BAKER expressa-se como se segue:

"Para illustrar o desenvolvimento da industria do café nes secção (Matagalpa), observarei que quando cheguei a este paiz, l quatro annos, não havia aqui mais que vinte e oito americanc contando homens, mulheres e crianças. Actualmente ha un colonia de noventa americanos. * * * Em 1893 o nume de cafeeiros calculava-se em menos de 50,000, e destes mui poucos davam fructo; hoje existem mais de 7,000,000 arvor Si a estação fôr boa, crê-se que a colheita do anno vindouro mo tará a 4,000,000 libras, devido a que os novos cafeeiros vão com çar a dar fructo. O capital americano empregado em Matagal em 1893, não excedia de $50,000 em moeda dos Estados Unid Hoje, as companhias americanas tem empregado a quantia $405,000 e os particulares a somma de $155,000, o que somr um total de $560,000 (ouro).

Segundo dados subministrados pela Repartição de Estatist da Secretaria do Thesouro dos Estados Unidos, as exportações café da America Central para este paiz foram em 1897 como segue:

De Costa Rica	$3,439,3
De Guatemala	1,862,5
De Honduras	847,2
De Nicaragua	1,262,7
Do Salvador	1,112,5

Todas estas quantias são em ouro americano.

O cacáo da America Central é justamente famoso e o de Guatemala é o melhor do mundo, mas quasi todo é consumido no paiz, e, por conseguinte, não constitue um artigo importante de exportação.

A criação de gado é uma das grandes industrias da America Central, e de todos os cinco Estados, Honduras é provavelmente o que reune as maiores vantagens para esta industria, ainda que Guatemala e Nicaragua as offerecem tambem em grande escala.

O tabaco da America Central é tão bom como o do Mexico, e os charutos de Salvador gozam de grande e bem merecida reputação.

A banana é um dos productos mais importantes da America Central. É uma planta de cultivo facillimo e dá muito fructo com pequenos esforços. A exportação deste artigo de varios pontos da costa centro-americana sobre o Atlantico, tem crescido muito e augmenta de anno em anno. Toda a colheita é embarcada para os Estados Unidos, e ha linhas de vapores que se dedicam a este tráfico quasi exclusivamente.

A America Central é um dos paizes do novo mundo mais rico em mineraes, e se encontra em todas as partes, ouro, prata, ferro, cobre, chumbo, azougue, carvão de pedra, etc. A exploração de minas de ouro constitue uma grande industria, na qual estão interessadas muitas companhias estrangeiras. Honduras é talvez o paiz centro-americano que contem o maior numero de minas, e sua riqueza mineral é incalculavel; mas tambem Guatemala, Nicaragua e Costa Rica occupam um lugar muito importante por seus depositos de ouro e de outros metaes. A exploração destes depositos não tem chegado ainda a seu completo desenvolvimento e tudo parece indicar que o que até agora se conhece da grande riqueza metallifera da America Central parecerá muito pouco quando se tiver descoberto o que ainda está por se conhecer.

Larga tarefa seria enumerar um por um todos os productos que dá o privilegiado solo da America Central, mas o que já contamos, mostra quão rica é aquella terra, que habitada hoje apenas por pouco mais de 3,000,000 de seres humanos, podendo conter abundantemente 30,000,000, produz, em proporção á sua população, tanto como os paizes mais productores do globo.

O commercio dos Estados Unidos com os paizes centro-ameri canos augmentou-se muito nos ultimos annos. Segundo os dadc subministrados pela Repartição de Estatistica da Secretaria d Thesouro dos Estados Unidos, as exportações deste paiz para America Central durante o exercicio de 1896–97, foram a seguintes:

Para Costa Rica	$1,292,7c
Para Guatemala	2,992,1 1
Para Honduras	699,68
Para Nicaragua	1,038,6€
Para Salvador	1,596,8€

As importações nos Estados Unidos procedentes destes paiz no mesmo periodo foram as seguintes:

De Costa Rica	$3,439,3
De Guatemala	1,862,5
De Honduras	847,2
De Nicaragua	1,262,7
Do Salvador	1,112,5

A America Central offerece vasto campo ao espirito de empre do povo americano. Seus portos estão em constante commun cação com os dos Estados Unidos no Atlantico e no Pacific As principaes linhas de navegação entre este paiz e os Estad centro-americanos são a "Pacific Mail Steamship Line," cuj vapores sahem de San Francisco da California e tocam em tod os portos da America Central sobre o Pacifico; a linha Atlas, cuj vapores vão a Limón, em Costa Rica, a Puerto Barrios, em Gu temala, e a San Juan del Norte, em Nicaragua; a "Panama Ra road Steamship Line," que faz viagens regulares entre New Yo e Colón, em Columbia, e cujos vapores fazem connexão com da Pacific Mail que navegam entre Panamá e os portos centr americanos; a "New York and Central American Steamsh Line," que vai de New York a Puerto Barrios; a "New Orlea Belize Royal Mail and Central American Steamship Compan Limited," de New Orleans a Puerto Barrios; a "Royal M Steamship Co.," que tem vapores que vão semanalmente de Ne Orleans a Puerto Cortez, e algumas outras.

Pela sua proximidade aos Estados Unidos, a America Centr tem naturalmente de estreitar cada dia mais suas relações cor merciaes com este paiz, pois produzindo-se aqui tão bem c

melhor que na Europa todos os artigos que se consomem nos cinco Estados, não parece existir razão alguma para que vão a buscal-os ao outro lado do Atlantico. Si até hoje o commercio daquelles paizes com os Estados Unidos não tem toda a importancia que deveria ter, e que terá em dia não distante, isto é devido, em grande parte, a que todavia não se comprehende bem em alguns pontos da America Central o que vale a industria norte-americana. Os fabricantes deste paiz não se têm esforçado bastante, talvez, em dar a conhecer seus productos aos commerciantes centro-americanos, e, por conseguinte, não é de estranhar que, acostumados estes por muitos annos a commerciar com a Europa, continuem fazendo-o em consideravel escala, apezar da distancia que separa a America Central dos mercados do velho mundo.

Quando se tem estabelecido uma corrente commercial é difficil tarefa desvial-a, e isto sómente pode conseguir-se por meio de grandes e constantes esforços, que mostrem aos consumidores as vantagens que um novo mercado offerece sobre os velhos. Além d'isso, sendo o commercio questão de interesse e não de sentimento, a reciprocidade é indispensavel para seu desenvolvimento, porque cada paiz sempre procura o que necessite daquelle que em sua vez tome em troca seus productos. No dia em que os commerciantes centro-americanos chegarem a convencer-se de que os artigos que exportam podem ser vendidos mais vantajosamente nos Estados Unidos que na Europa, e de que podem comprar neste paiz aos mesmos preços e em iguaes condições mercadorias tão boas como as que compram na França, Inglaterra, e Allemanha, por exemplo, e ainda melhores, todo o commercio da America Central far-se-ha com este paiz, porque a distancia que separa os portos centro-Americos dos grandes centros industriaes da Europa, faria impossivel a concurrencia por parte destes.

A distancia de New York ao porto de Limón, em Costa Rica, é de 2,025 milhas, e de New Orleans ao mesmo ponto sómente de 1,340. De San Francisco a Puntarenas, em Costa Rica, ha 2,793 milhas, e sendo esta a republica centro-americana que está mais ao sul, é claro que seus portos estão um pouco mais distantes dos Estados Unidos que os de Guatemala, Salvador, Honduras e Nicaragua. Comtudo, comparem-se as referidas distancias com as que estão entre o littoral centro-americano sobre o Atlantico e os portos da Inglaterra, França, e Allemanha, e desde logo se notará

a vantajosa posição dos Estados Unidos, tratando-se do commerci com a America Central. O estabelecimento d'uma exposiçã permanente de manufacturas americanas na America Central, com a que se tem aberto na capital de Venezuela, contribuiria notave mente ao objecto em referencia. Seria assim mesmo de grand utilidade enviar agentes commerciaes competentes, conhecedor do paiz, de seus gostos, e de seu idioma, que mostrassem d'um maneira pratica ao povo centro-americano que os Estados Unid podem fornecer-lhes todos os artigos que lhes offerece a Europa.

Mas ha um ponto sobre o qual não se pode insistir demasiad e é o dos creditos, que são a base do commercio entre as naçõ latino-americanas e as europeas. Emquanto que os commerciant da America Central não puderem obter nos Estados Unidos mesmos prazos que obtêm na Europa para fazer seus pagamento não se conseguirá o objecto desejado. E é bom que isto se teni sempre presente, porque é o ponto de partida de toda a questã É indubitavel que apezar dos obstaculos com que tem luctado, desenvolvimento commercial entre os Estados Unidos e a Ameri Central, faz-se sentir cada dia mais. Mas si os mercados d Estados Unidos fossem melhor conhecidos alli, si as facilidad bancarias fossem maiores, si os fabricantes americanos se esf çassem por satisfazer o gosto especial daquelles povos, offerecend os os artigos a que estão acostumados, e, sobretudo, si lhes vendesse productos aos preços a que lhes vende a Europa e sob identic condições, não tardaria em chegar o momento em que des Guatemala até Costa Rica, os commerciantes norte american dominariam o commercio sem encontrar concurrencia digna temer-se.

A America Central tem sempre despertado grande sympath entre o povo dos Estados Unidos, e estadistas, escriptores e ec nomistas distinctos deste paiz, lhe têm dedicado attenção especi A Grande Republica não pode ser indifferente ao desenvolvimen d'uma terra á qual é ligada por tradições historicas, assim com por interesses politicos e commerciaes, terra destinada, como di semos atraz, a um futuro brilhante. Aquella porção do continent americano, que serve de laço de união ás duas grandes secções d norte e do sul, tem attrahido a attenção do mundo, e referindo-s a ella escreveu, ha mais de quarenta annos, um eminente publicist

americano, E. G. SQUIER, estas linhas que revelam a penetração de seu espirito:

"As relações naturaes da America Central, como são indicadas pelas condições geographicas já apontadas, são antes de tudo com o Pacifico e com os Estados que agora existem ou podem existir mais tarde sobre esse oceano. Mais cedo ou mais tarde, este paiz occupará a respeito da California e a maior parte do Mexico, assim como alguns dos paizes da America do sul, uma posição correspondente á que agora têm as Antilhas a respeito dos Estados Unidos e da Europa, com a importante circumstancia additional de que a America Central é já uma via de communicação entre o hemispherio oriental e o occidental e que talvez chegará a ser mais tarde um caminho commercial. Seu destino está claramente escripto na configuração de suas costas, gravado em sua superficie e demonstrado por sua posição geographica.

COMMERCIO ENTRE A REPUBLICA ARGENTINA E O PERU.

O Senhor GUESALGA, Ministro da Republica Argentina no Peru, escreveu recentemente um extenso artigo sobre o commercio entre seu paiz e o Peru, expondo as grandes opportunidades que existem para o desenvolvimento do commercio entre os dous paizes. Diz que actualmente não ha commercio algum entre o Peru e a Republica Argentina. O Peru produz e fabrica petroleo e sal em grande escala, e tambem produz vinhos, etc. Em vista do augmento de direitos de importação nos Estados Unidos de varios productos da Republica Argentina, e o correspondente augmento na tarifa da Republica Argentina sobre o petroleo dos Estados Unidos, o Sr. GUESALGA pensa que esta é uma boa oppor-

tunidade para a importação na Republica Argentina de pet do Peru.

Segundo as estatisticas a importação de petroleo na Repu Argentina é no valor de $905,000 (ouro) annualmente.

A producção de sal no Peru, que é monopoleo do Gov tem tambem grande importancia. A Republica Arge importa sal da Europa no valor de $400,000 (ouro) annualm A Hespanha sómente importou na Republica, em 1895, 635 hectolitros no valor de $380,000 (ouro).

Ha duas linhas de vapores em serviço regular entre Call Buenos Aires: a Kosmos (allemã) e a Pacific Steam Navig Company (ingleza), cujos fretes são relativamente baixos.

O Sr. GUESALGA advoga em seu artigo um tratado comme entre os dous paizes, pelo qual o trigo e a farinha da Repu Argentina poderiam ser admittidos livres de direito no Peru, uma clausula de reciprocidade applicavel ao petroleo e ao sa Peru.

O Peru importa trigo do Chile, Nova Zelanda e Califo seu consumo é de 70,000,000 kilogrammas annualmente. Peru poderia importar da Republica Argentina, animaes v xarque, etc.

A actual producção de petroleo no Peru, é approximadam de 500,000 barris, de 160 litros cada um, annualmente, e hidos de 44 poços.

A exportação de sal é muito consideravel; nos nove prim mezes de 1896, se exportaram:

	Kilogra
Columbia	1, 5(
Chile	5, 5(
Equador	1, 3(
Total	8, 3(
Consumo domestico	7, 8(
Consumo industrial	7(
Total	16, 8(

A producção de trigo na Republica Argentina, durante os (ultimos annos foi a seguinte:

	Ton
1891	3(
1892	4(
1893	1, 1(
1894	1, 6(
1895	1, 0

BRAZIL.

INDUSTRIA DA OLARIA.

Sabe-se, ha muitos annos, que a terra argillifera do Estado de São Paulo dá um barro excellente para a fabricação de olaria em grande escala. Têm-se feito muitos esforços neste sentido, mas em geral não se tem obtido bons resultados. O máo exito, ou exito parcial destas emprezas é attribuido principalmente á falta de administradores e trabalhadores entendidos na industria. A fabricação de tijolos para calçamentos, construcção de casas, etc., tem obtido melhores resultados, e hoje podem-se ver cerca dos suburbios de São Paulo, e em outros pontos do paiz, numerosos fornos de tijolos funccionando em pequena escala. Estes fornos se dedicam á fabricação de tijolos, telhas e pedras vidradas para pavimentos. Não se tem ensaiado ainda a fabricação de olaria fina. Crê-se, portanto, que com a applicação dos devidos apparelhos mecanicos e o emprego de trabalhadores intelligentes, esta industria poderá desenvolver-se com grande proveito.

O "Moniteur Officiel du Commerce" de Pariz diz:

Devido á condição atrazada desta industria, o Governo, ainda que deseje fomentar a industria nacional, achou-se na necessidade de importar tubos de chumbo para ser usados nos esgotos e aqueductos não obstante serem os tubos de barro mais baratos cincoenta por cento pelo menos, e do ponto de vista hygienico, preferiveis.

Até que a fabricação nacional de tubos de pedra vidrada, telhas e tijolos esteja desenvolvida, o mercado será muito importante. Segundo um relatorio official a respeito deste assumpto fabricam-se annualmente 150 toneladas de tubos de pedra vidrados e grande variedade de artigos analogos. Ha, além disto, uma procura annual de 2,000,000,000 tijolos para pavimentos e 200,000 telhas, que representam um total de 7,000 milhões de toneladas por anno.

COSTA RICA.

A REFORMA DO SYSTEMA MONETARIO.

[Extractos de varios documentos officiaes.]

No relatorio apresentado ao Congresso Constitucional de Cos Rica, pelo Sr. Don Ricardo Montealegre, Ministro da Fazen e do Commercio, a 17 de Junho de 1895, em um extenso estuc da situação financeira do paiz, se mostram as causas que determ naram as difficuldades em que se encontrava o thesouro publi em 1882, assignalando entre ellas os embaraços e prejuizos res tantes dos emprestimos de 1871 e 1872, e o facto de que a Rep blica foi privada por dez annos consecutivos do auxilio de gran parte das rendas publicas que se consagraram á construcção Estrada de Ferro do Atlantico. O documento explica como, e taes circumstancias, o Governo, no desejo de garantir o resgate d bilhetes nacionaes em circulação então, e que causava a retira da moeda de ouro, que tinha sido sempre em Costa Rica o me circulante ordinario, celebrou com o Banco de la Unión, a 21 Outubro de 1884, um contracto, pelo qual se estabeleceu a circ lação fiduciaria unica, ou a emissão exclusiva de bilhetes do banc Mostra-se o effeito dessa negociação, que, por augmentar o cr dito sem garantil-o, foi a emigração definitiva do ouro.

Em conformidade com o contracto, a emissão de bilhetes Banco chegou em 1891 a $3,257,400, e, naturalmente, na mesr proporção em que esta augmentava, se elevava a taxa de camb internacional; e como tinha occorrido com a moeda de ouro, cu importancia em circulação em 1880 alcançara a $2,500,000 e to ella tinha desapparecido, a de prata iniciou seu movimento sahida.

Veio depois a forte baixa da prata nos mercados estrangeiros com ella a taxa normal de cambio desappareceu. Em Costa Ric onde em annos anteriores a 1882, essa taxa não chegou a exceder 19 por cento, limite da differença entre o valor da moeda nacior de ouro e a estrangeira, e com frequencia chegou ao minimo de por cento, ella foi elevando-se n'uma proporção assustadora. E 1891 subiu no curto espaço de dous mezes e meio, de 64 a 1 por cento; na quinzena seguinte, desceu a 84 por cento para sul

de novo em igual periodo a 100, e fluctuar tres mezes depois, de 89 a 116 por cento. Em Janeiro de 1892, esteve a 96 por cento; em Julho do mesmo anno, a 110 por cento; e trinta dias depois, a 156.

Em vista destas fluctuações violentas, que têm sido causa de perdas para o commercio e de instabilidade em todos os negocios do paiz, o Governo, muito preoccupado com tudo que de um modo ou outro impede ou desvia o maior desenvolvimento da producção do paiz, depois de examinar attentamente as causas que nelle influem, tem fixado sua attenção especialmente na natureza do meio circulante, visto que a moeda como representante do capital, juntamente com a propriedade e o trabalho, constitue os elementos geradores e permanentes da riqueza.

Desde 1894, o primeiro anno da presente administração, o Presidente da Republica, DON RAFAEL YGLESIAS, em sua mensagem pronunciada ao tomar posse de seu elevado cargo, fez declaração conclusiva de suas ideas a este respeito, manifestando então seu proposito de proceder ao restabelecimento de uma moeda metallica de condições superiores á existente. Para este fim, esta reforma sendo parte de um plano geral encaminhado para o melhoramento da economia nacional e da administração publica, tem-se ido preparando desde aquelle anno. Com este fim, juctamente com outras disposições de transcendencia, referentes ao novo arranjo da divida exterior,* terminado satisfactoriamente; á alienação de terras publicas; á abolição dos monopolios do rhum, tabaco e outros productos, se procedeu á reducção da divida interior; e é digno de notar-se que esta operação foi levada a effeito com um gasto de $2,000,000, approximadamente, quantia tirada pelo Governo do producto de suas rendas sem prejuizo do bom serviço administrativo, e mantendo o estado florescente da instrucção publica; sem limitar a construcção de estradas e de outras obras importantes, e sem usar de maneira alguma do credito publico, nem recorrer ao estabelecimento de novos impostos ou ao augmento dos existentes.

Como uma illustração do estado actual das finanças nacionaes não seria fôra de lugar mencionar aqui, de mais, que não obstante as taxas publicas em Cost Rica serem menores do que em qualquer outro paiz vizinho, as entradas ordinarias para o Thesouro

* Publicado no BOLETIM MENSAL do mez de Maio de 1897.

Nacional no exercicio de 1896 a 1897, montaram em $7,435,610.7
prata, excedendo ás do anno anterior em $851,102.02, e excedem
ao orçamento em $538,226.14. O total das despezas monte
em $6,697,326.51, deixando um saldo de $738,284.27, o qu
unido ao do anno precedente e a outros saldos existentes somn
$1,270,000—quantia ao credito do Ministerio da Fazenda a
de Março proximo passado. A divida publica interior ficou red
zida na mesma data a $1,116,784.18, os bilhetes nacionaes fora
retirados, e foi cancellada totalmente a divida mantida por vari
annos a favor do Banco de Costa Rica, antes Banco de la Unió

Por outro lado, o movimento commercial da Republica é sat
factorio. Segundo um relatorio da Repartição nacional de Es
tistica, nos annos de 1883 a 1893, o valor em ouro das exportaçõ
calculado de conformidade com as taxas de cambio respectiv
foi de $62,751,676, e o das importações foi de $56,185,7(
deixando um saldo de $6,565,907, em ouro americano, a fav
daquelle laborioso paiz. O valor das exportações e importaçõ
nos annos posteriores foi o seguinte:

Anno.	Importações em ouro americano.	Exportações ouro america
1894	$4, 113, 223. 66	$5, 033, 113
1895	3, 851, 460. 34	5, 188, 401
1896	4, 748, 812. 62	5, 597, 727
Total	12, 713, 496. 62	15, 819, 241

Esta tabella mostra que as exportações durante os tres ultim
annos excederam ás importações em $3,105,745.31, e que n
sómente o balanço de commercio está decididamente em favor
Costa Rica, mas tambem o desenvolvimento progressivo e firr
da producção do paiz, e ao mesmo tempo que ha uma prudenc
recommendavel na transacção dos negocios.

O café é o producto principal de exportação sem que se d
cuide o fomento de outros ramos de commercio, e é um facto be
conhecido que o café de Costa Rica é solicitado entre os melhor
do mundo, segundo se nota das revistas commerciaes dos prin
paes mercados de café. Por exemplo, a proeminente casa dos S
CHALMERS, GUTHRIE & Co., de Londres, com agencias estabe
cidas em Guatemala e em Bogotá, tem cotado nos ultimos qua

mezes, o café "bom, médio a fino" aos preços seguintes, por quintal:

Procedencias.	Nov. 30, 1897.	Dez. 14, 1897.	Jan. 11, 1898.	Fev. 8, 1898.
	s. *s.* *d.*	*s.* *s.* *d.*	*s.* *d.* *s.* *d.*	*s.* *s.* *d.*
Costa Rica....	83 a 108 0	82 a 105 0	84 0 a 106 0	88 a 114 6
Guatemala....	79 a 100 0	79 a 100 0	79 0 a 100 0	81 a 102 6
Columbia e Venezuela ..	70 a 102 6	70 a 102 6	73 6 a 102 6	73 a 102 6

O preço das classes inferiores de Costa Rica não tem baixado de 50s. a 76s. 6d., emquanto que o custo de producção durante o ultimo anno tem sido approximadamente de $10, em prata, gozando-se tambem de facilidades especiaes de communicação terrestre e maritima, e da correspondente barateza de fretes.

O cultivo de café tem augmentado em proporção ao desenvolvimento natural do paiz e ha grande numero de novas plantações que em breve produzirão colheitas de café. A exportação de bananas e outras fructas vae augmentando consideravelmente e a de madeiras obteve o anno passado, um excesso importante sobre os anteriores. A industria mineira, além d'isso, está sendo desenvolvida em larga escala.

No relatorio seguinte, apresentado ao Congresso a 15 de Junho de 1896, o mesmo funccionario desenvolve o plano adoptado pelo Governo para a revisão do systema monetario, e sustenta os principios em que é baseado, partindo das considerações seguintes: A natureza do meio circulante influe de maneira decisiva no movimento economico em geral. A moeda, como meio representativo de valores, se impõe em todas as transacções e constitue ao mesmo tempo a mais firme garantia do capital e do trabalho. Esta importantissima funcção que desempenha, requer que tenha um valor fixo que a proteja contra possivel depreciação e a permitta tomar parte permanente nas operações internacionaes, necessarias ao bem estar e progresso do paiz.

Não é, pois, possivel suppor firmeza no capital individual, nem estabilidade na riqueza publica, quando este importantissimo agente, que os governa, perde alguma das condições que lhe são proprias na bem entendida razão de sua creação. Si a moeda ha de ter um valor fixo, é preciso que este se levante de sua propria natureza, para que desenvolva seu poder de acquisição, porque qualquer

depreciação della, se recae sobre tudo quanto lhe está subordinad
e si essa depreciação está exposta a constantes fluctuações, d
sapparece a condição normal dos negocios e estes se affectam pr
fundamente com as perturbações violentas que se succedem. Is
é uma inconveniencia de que soffre hoje a moeda de prat
emquanto que a moeda de ouro, pelo contrario, se mantem com
base do systema monetario das nações commerciaes de maio
importancia, e que tratam de adoptar aquellas que delle carecem,
pela razão de ser hoje o unico agente de cambio de valor fixo.

Aconteceu que ao mesmo tempo que se procedeu com o plano da reforma acima mencionada, se tratava de importar immediatamente grande quantidade de moeda de prata, e para este fim o Congresso, por decreto de 3 de Julho do mesmo anno, prohibiu a cunhagem da moeda nacional, de prata e declarou fôra do curso legal no paiz todas as moedas estrangeiras, do mesmo metal, dispondo ao mesmo tempo a forma em que deviam resgatar-se as moedas de prata que estavam então em circulação.

Resolvido, pois, pelo Governo, que se procederia á reforma, se celebrou um novo contracto com o Banco de Costa Rica, tend esta negociação por objecto principal substituir gradualmente bilhete do banco por outro de caracter exclusivamente nacion emittido ao par e garantido por igual quantidade de moeda d ouro, ou por certificados de ouro, pelo que o banco renunciou privilegio da emissão enclusiva.

A lei monetaria* decretada de conformidade com este plan estabelece o *colon* de ouro como unidade monetaria e fixa a re cão de valor entre este e o actual peso nacional de prata, estima com relação ao estado da riqueza publica, baseado na importanc do meio circulante, pela média da taxa de cambio internacion durante varios annos, e pela ultima média do valor da prata co relação ao ouro em igual periodo. Deste modo, ficando tambe estabelecida, pelo mesmo facto, a paridade de valor entre o bilhe do banco e o certificado de ouro, têm-se evitado todas as possiv perturbações nas obrigações existentes e interesses de qualqu natureza, e no valor actual de todas as cousas.

A emissão de certificados de outra parte é obrigatoria, porq não seria possivel manter a moeda de ouro na circulação emquan

*Publicada no BOLETIM MENSAL da Secretaria das Republicas Americanas de Novembro de 1896, e em edição especial da mesma Secretaria.

e a quantidade de bilhetes emittida pelo banco a superar, e no para retirar estes ultimos é indispensavel supprir sua falta na culação, afim de evitar as difficuldades que se succederiam com diminuição do meio circulante, os certificados de ouro preenerão efficazmente esta necessidade.

Elevada a faculdade de emissão do banco a $5,000,000, e tendo actual circulação $4,000,000, approximadamente, a primeira reduzirá, segundo o contracto, em proporção ás quantidades de eda nacional de ouro que se vão cunhando, e da segunda retirara 90 por cento das quantias que da mesma moeda deposite o verno no banco; e por igual quantia á dos bilhetes do banco e se retirem, o Governo emittirá certificados de ouro ao portador. tes certificados serão assignados conjunctamente pelo Ministro Fazenda e pelo director do banco, e serão resgatados a sua esentação por ouro nacional, a 31 de Dezembro de 1900, ou es, em qualquer tempo que o Governo o disponha, com a conão de que a quantia de moeda de ouro depositada não seja nor de 2,500,000 *colones;* e, entretanto, o banco trocará os certificados por prata como si fossem seus proprios bilhetes.

O periodo que se fixa para cumprir esta medida termina em 02; mas o Governo tem reservado o direito de fazer a cunhan em um periodo mais curto, afim de accumular a quantidade moeda de ouro necessaria, com a maior brevidade possivel, e, a este fim, já tem depositado no banco, um milhão de *colones* ouro, valor das duas primeiras cunhagens, e tem posto a Casa Moeda Nacional nas melhores condições para continuar sem mora esta operação.

Estes são, em resumo, os pontos principaes desta importante orma.

BANCOS.

Uma das condições em conformidade das quaes o Banco de sta Rica renunciou ao privilegio da emissão unica, é a seguinte: Que a lei geral que seja decretada para estabelecer a livre emis-, fixe entre suas bases principaes para autorisal-a, as seguintes: Não poderá emittir nenhum banco cujo capital seja menor de milhão de *colones.*

O banco que queira estabelecer-se como banco de emissão tem constituir seu capital em ouro nacional cunhado.

A troca de bilhetes far-se-ha por ouro nacional.

A emissão de bilhetes não excederá de 65 por cento do capit effectivo.

Se exigirá para garantia da emissão uma reserva de ou nacional que não baixará de 40 por cento do valor dos bilhet emittidos.

Um examinador official antes da emissão verá si se têm cu prido as condições da lei e vigiará que o banco se manten sempre dentro dos limites de seu direito.

Cada mez deverá ser publicada a situação de cada banco emissão.

HONDURAS.

No dia da abertura do Congresso de Honduras, em sessão re lar, o Presidente POLICARPO BONILLA pronunciou o discu como de costume em taes occasiões. Fez referencia ao facto que segundo as estipulações do tratado de união, celebrado Amapala em Junho de 1895, as relações de seu paiz com as naç estrangeiras ficavam a cargo da Dieta da Republica Maior America Central. Disse que as relações entre os tres Estados q compõem a União, são cordiaes e satisfactorias, e expressou a p triotica esperança de que o pacto de união entre as cinco Republic da America Central, sob a anterior federação da Republica d America Central, tenha lugar no corrente anno.

MARTINICA.

PROHIBIÇÃO DE MARGARINA COLORIDA.

O Sr. TUCKER, consul dos Estados Unidos em Martinica, com munica ao Ministerio de Estado em data de 3 de Dezembro d 1897, que muita inconveniencia tem sido causada pelas remessas d oleo-margarina colorida que chegam áquella ilha constantement dos Estados Unidos, e cuja introducção é prohibida. Para que o embarcadores possam evitar no futuro incommodos e despezas este respeito, o Consul TUCKER cita as seguintes condições da l relativas a este assumpto, as quaes se devem cumprir rigorosament

(1) O oleo-margarina será recebido si não contiver mais de 10 por cento de ıanteiga.

(2) O oleo-margarina deve ser branco ou quasi branco, isto é, não deve ɔnter nenhum artigo colorante tal como, açafrão, etc.

(3) As caixas devem ter, nos quatro lados, a palavra oleo-margarina escrita ivelmente; as latas devem ter a palavra gravada ou impressa na sua superficie, m rotulo affixado que mostre a analyse exacta do oleo-margarina que se tem nellas.

) consul deseja accentuar o facto de que as facturas devem dar ıalyse dos artigos de accordo com a seguinte condição da lei:

o commercio a varejo, a margarina ou oleo-margarina deve ser entregue na ıa de um cubo, e com a marca margarina ou oleo-margarina em um dos seus ıs, e deve ser envolta numa cobertura que tenha a mesma marca em letras veis e indeleveis, assim como o nome e o endereço do mercador.

MEXICO.

DEPOSITOS DE CARVÃO.

Um dos pontos de principal e immediata importancia relativo os interesses industriaes do Mexico, é a necessidade de explorar s depositos de carvão do paiz que não tem sido objecto de toda consideração que sua necessidade e importancia demandam. Extrahimos o seguinte de um numero recente do periodico "The Black Diamond" que se publica em Chicago.

Com o desenvolvimento das manufacturas do Mexico e a extensão de suas tradas de ferro ha uma procura crescente de carvão. A falta de carvão barato tá impedindo o desenvolvimento do Mexico em gráo não insignificante. Foi ta uma razão porque os mineraes do Mexico têm sido importados nos Estados nidos em taes quantidades, e como o imposto sobre mineraes conseguirá dimiuir esta introducção, se accentuará mais a procura das machinas que se exigem a exploração do carvão.

Segundo as estatisticas do Governo mexicano, a importação de carvão e coke o Mexico foi como se segue:

Anno.	Coke.	Carvão.
894	$378, 522	$626, 070
895	287, 075	701, 913
896	492, 167	496, 376

Ao mesmo tempo admira que houvesse a seguinte exportação de carvão pa os Estados Unidos:

Anno.	Carvão
1894	$205,6
1895	232,9
1896	270,1

Estes algarismos representam sómente o producto das minas da Estrada d Ferro Internacional Mexicana, no Estado de Coahuila, negocio inteiramente loca

A maior parte das locomotivas e as maiores fabricas empregam lenha. E nove Estados mexicanos ha minas de carvão, mas a maior parte destes deposit não são de facil accesso para as estradas de ferro existentes. Um destes depos tos, situado nos limites do Estado de Veracruz não sómente é de facil acces para uma estrada de ferro mas esta estrada de ferro atravessaria uma ric secção do paiz e abriria, prolongando-a mais para o sul, um caminho mais curt e facil do porto de Tampico á capital, em cuyos pontos encontraria mercad favoraveis.

Os depositos de carvão de San Marcial no valle do Yaqui, em Velho Mexic promettem ser muito valiosos. Diz-se que são maravilhosos e talvez consegua revolucionar o commercio de combustivel na costa do Pacifico. Estes deposit contêm 108 milhas quadradas mais de area superficial que os cinco depositos c carvão anthracite de Pennsylvania, e sua area é sómente doze e meia milhas qu dradas menor que a area total dos depositos de carvão da Inglaterra. Os vei de carvão estendem-se desde o cume da serra de Los Bronces até o Rio Yaqu Diz-se, tambem, que o carvão é superior em qualidade ao de Pennsylvania. carvão do Mexico tem de 90 a 92 por cento de carvão fixo; de 3½ a 5 por cent de materia combustivel volatil, e de 4½ a 5 por cento de cinza e não dei pedras de cal.

Estas ricas minas deverão attrahir a attenção dos capitalistas, porisso que sã todas proximas da costa.

PERU.

EXPOSIÇÃO PERMANENTE DE MACHINAS.

No Boletim Mensal de Abril de 1897, se publicou por extens um decreto executivo autorisando o estabelecimento em Lima d uma Exposição Permanente de machinas que deve ser inaugurad no dia 28 de Julho do mesmo anno. O dito decreto expõe tod o escopo da empreza detalhadamente.

Segundo informação recebida, a Exposição tem obtido muit bons resultados, especialmente quanto a machinas para minas. C

lministradores desejam que os fabricantes dos Estados Unidos ıviem amostras das machinas e instrumentos mais aperfeiçoados ue tenham para as industrias agricolas e mineiras. Sem duvida ciste um vasto campo para a venda de taes artigos, e o que se ecessita é dal-os a conhecer n'aquelle paiz. Toda communicação, seja pedindo espaço, ou sobre os regulamentos referentes aos reços de entrada ou acerca de outro assumpto, deve ser dirigida o Sr. J. PEZEL E TYRADO, presidente da commissão.

COMMERCIO MISCELLANEO.

REPUBLICA ARGENTINA.

Importações Durante dez Annos. Do relatorio annual da Repartição de Estatistica da Republica Argentina, compilado pelo Senhor FRANCISCO ATZINA, se extraem os seguintes dados relativos ao commercio da Republica. 'este relatorio parece que em 1887, a Republica Argentina importou da Grã retanha mercadorias no valor de $34,779,210, e em 1896 no valor de $44,-39,996, ou um augmento de 28.6 por cento. Do total das importações em 387, o Reino Unido enviou 29.7 por cento, e em 1896, 40 por cento. As ıportações procedentes da Allemanha em 1887 foram de 10.3 por cento do ıtal, e em 1896, de 12.4 por cento, ou um augmento relativo de sómente 2.1 ›r cento. Em 1887 a França enviou 19.4 por cento do total das importações, em 1896, 10.7 por cento, que mostra uma diminuição de 8.7. Dos Estados nidos foram importadas em 1887 mercadorias no valor de $11,004,553, e em 96 no valor de $11,210,475, sendo 9.4 e 10 por cento respectivamente do tal das importações, ou um augmento durante os dez annos de 1.9 por cento. s importações da Italia durante os dez annos em consideração augmentaram-se ›r 4.1 por cento.

Installações Electricas em Córdoba. A companhia denominada Light and Power Company, de Córdoba, acaba de completar a installação em Casa ımba da planta electrica maior da Republica Argentina. As machinas mpõem-se de cinco turbinas de um total de 1,700 cavallos de força, cinco radores de um total de 1,100 kilowatts, transformadores com uma capaci-ıde de 930 kilowatts, e os necessarios commutadores electricos e apparelhos ıra governar as machinas. Quasi todas estas machinas foram fabricadas nos stados Unidos. Um cabo foi estendido até Córdoba para a transmissão de rça, e esta cidade será illuminada pela nova planta que eventualmente contará ›m uma capacidade de 6,000 cavallos de força.

A Córdoba Light and Power Company é a primeira companhia puramente mericana que se estabeleceu na Republica Argentina, e espera-se que o bom xito desta empreza terá como resultado o emprehendimento de outras do mesmo aracter.

BRAZIL.

Direitos de Armazenagem em Santos.

O. Sr. FRANK D. HILL, consul dos Estados Uni em Santos, communica a esta Secretaria que todas mercadorias que se entregarem n'aquelle porto, quer armazenadas on r pagarão um por cento sobre o valor declarado na factura, por direito de ar zenagem. Quando os documentos relativos ás mercadorias se demorarem chegar a Santos, e não se fizer a entrada dentro de vinte e quatro horas, o c signatario, deve, no acto da entrega, assignar uma declaração pelo valor mercadorias e importancia da armazenagem. Depois de um mez, cobrar-se um meio por cento por cada mez ou fracção de mez addicional.

Borracha do Pará e Manáos.

O "India Rubber World" de 10 de Fevereiro, con um quadro comprehensivo das exportações de borra dos portos do Pará e Manáos nos annos de 1889–1897, juntamente com nomes dos exportadores importantes. Como materia de interesse geral produz aqui a parte do quadro relativo á exportação total para os Esta Unidos e a Europa. Ver-se-ha que em 1897 (em que tem lugar a maior expor ção) os Estados Unidos occuparam o primeiro lugar na importação.

Annos.	Estados Unidos.	Europa.	Total.
	Libras.	*Libras.*	*Libras*
1889	20, 004, 066	14, 946, 888	34, 950,
1890	21, 137, 177	15, 004, 652	36, 141,
1891	23, 872, 690	15, 335, 157	39, 207,
1892	25, 202, 008	15, 603, 324	40, 805,
1893	25, 011, 027	17, 163, 404	42, 174,
1894	23, 062, 386	19, 869, 306	42, 931,
1895	24, 804, 854	20, 983, 759	45, 788,
1896	19, 941, 956	27, 681, 888	47, 623,
1897	25, 565, 885	24, 014, 017	49, 579,

COLUMBIA.

Concurrencia Commercial.

Em um relatorio apresentado ultimamente ao Minist de Relações Exteriores da Grã Bretanha, o Sr. M. VILLI consul geral interino do dito paiz em Bogotá, chama a attenção de seu Gove aos activos esforços que estão fazendo os Estados Unidos para augmentar commercio em Columbia. A este respeito, faz referencia ao facto de que Estados Unidos occupam o primeiro lugar no commercio de ferro, aço, mate de estradas de ferro, material rodante, pontes, etc. Esta preponderancia se m não sómente nos artigos de grande peso, mas tambem nos pequenos, taes co ferramemtas de aço, serras, limas, grozas, machinas de picar carne, pregos arame, etc. Tambem se enviam dos Estados Unidos em grande quantida ferro laminado para construcções, arame farpado, bicycletas, machinas de cos relogios de parede, joias falsas, velas e apparelhos electricos. O commercio tecidos de algodão, linho e lã é comparativamente pequeno.

Extensão de Estradas de Ferro.

Segundo informações recebidas directamente de Barranquilla, estão-se construindo estradas de ferro com grande actividade na Republica da Columbia. A estrada de ferro de Antioquia, propriedade do districto deste nome, e que está funccionando por uma distancia de 32 milhas, desde Porto Berrio até Las Pavas, está sendo prolongada até Medellin, 91 milhas. A estrada de ferro de Cucuta, que está actualmente funccionando por uma distancia de 34 milhas entre Cucuta e Porto Villamizar, no Rio Zulia, será estendida até a fronteira de Venezuela, e parte da obra está já concluida. A estrada de ferro de Girardot, de Girardot a Juntas de Apulio (24 milhas) será prolongada até um ponto na estrada de ferro de Facatativa, por uma distancia de cerca de 48 milhas. A estrada de ferro de Cauca, que está actualmente funccionando de Buenaventura na costa até San José (21 milhas) foi transferida para o Governo Nacional. Esta linha será prolongada até Calé por uma distancia de 64 milhas na direcção do interior.

MEXICO.

Cultivo do Linho.

Diz-se que o cultivo do linho no Estado de Morelos, no Mexico, tem passado já do periodo experimental e offerece resultados praticos. O Sr. HAMER, que tem estado interessado naquelle cultivo durante os quatro ultimos annos, tem terras semeadas de linho em differentes partes do valle de Cuernavaca e está negociando o arrendamento do valle do Huaymac, que contem quasi 1,000 geiras de terra, uma grande parte da qual se diz que é propria para aquelle cultivo. Diz-se que o panno que se fabrica do linho que o Sr. HAMER cultiva, é de grande duração e da melhor qualidade.

Porto de Veracruz.

Os trabalhos de melhoramento do porto de Veracruz, que começaram em 1895 de accordo com o contracto celebrado com o Governo mexicano por PEARSON & SONS de Londres estão progredindo favoravelmente. Os detalhes relativos a este empreza se publicaram no BOLETIM MENSAL do mez de Setembro de 1895.

O engenheiro do Governo que tem a inspecção dos trabalhos por conta deste, fez ultimamente um relatorio pelo qual se sabe que a construcção dos diques está progredindo satisfactoriamente; estão-se collocando nelles grandes bloques de concreta. Tem-se obtida uma profundidade de 8 metros e 50 centimetros em mar baixo entre o molhe da estrada de ferro mexicana e o dique do noroeste; e em Laja de Adentro, tem-se obtidos 10 metros de profundidade. Em outras partes do porto, tem-se levado a cabo trabalhos consideraveis, obtendo-se uma profundidade proporcionada. Os trabalhos de extensão da doca de alfandega continuam com actividade; os pilares são de aço e o soalho de madeira. A construcção de esgotos está muito adiantada.

Communicação Directa com Kansas City.

A companhia denominada Port Arthur and Mexican Steamship Company, formada com o objecto de estabelecer uma linha de navegação que se ligue com a estrada de ferro que leva o nome de Kansas City, Pittsburgh, and Gulf Railroad, incorporou-se sob as leis

do Estado de Missouri com um capital de $100,000. Ao principio a linha te sómente dous vapores de carga, mas espera-se que mais tarde estabelecer-se-á um serviço de passageiros. Os vapores navegarão entre Port Arthur, termi da estrada de ferro e os portos mexicanos. Diz-se que ja se celebraram co tractos que garantem 1,800 toneladas de carga cada mez durante todo o ann Os ditos cargamentos virão de varias partes do Mexico a Kansas City, que se o ponto de distribuição. Esta linha directa de communicação por estrada d ferro e vapor, sob uma só administração, será, sem duvida alguma, muito ut para o grande trafico que existe já entre Kansas City e outros pontos e a Repu blica do Mexico.

Annullação de Uma Concessão de Estrada de Ferro.

O Governo mexicano decretou a annullação da con cessão feita a R. MARIN E COMPANHIA para a construcçã de uma estrada de ferro de Toluca, capital do Estad do Mexico, a Iguala, atravessando os districtos mineiros de Tomascaltepec Sultepec, Zacualpam e Tasco. A rescisão do contracto é baseada na falta d cumprimento por parte do concessionario com as condições do contracto cele brado a 17 de Dezembro de 1896, e approvado pelo Congresso a 5 de Janeir de 1897. Pelas estipulações deste contracto devem-se começar os trabalhos d linha dentro de doze mezes a contar da ultima data. A rescisão da concessã leva comsigo a perda por parte da companhia de $5,000 que se depositaram como fundo de garantia.

Riqueza Mineral do Estado de Chihuahua.

Segundo estimativas feitas pelos Srs. ENRIQUE C. CREEL director do Banco de Mineiros, e FREDERICO DUELOS director da Companhia de Mineraes Mexicana, a riqueza mineral do Estado d Chihuahua é como se segue:

Minas.	Valor.
Santa Eulalia	$1, 600, 00
Parral	1, 350, 00
Cusihuiriachic	700, 00
Batopilas	600, 00
Barranca del Cobre	100, 00
Urique	100, 00
Corralitos	500, 00
Cuasapares e Palmarejo	800, 00
Morelos	50, 00
Guadalupe e Calvo	150, 00
Ocampo	400, 00
Pinos Altos	350, 00
Concheño	350, 00
Yoquivo	50, 00
Urachic	100, 00
Magistral e Terrazas	300, 00
Sabinal	300, 00
Murillo	150, 00
Descubridora	300, 00
Total	8, 150, 00

O valor dos quatro metaes, prata, ouro, chumbo e cobre é calculado em $1,650,000, $1,500,000, $650,000 e $350,000, respectivamente.

NICARAGUA.

Embarques de Bananas Evaporadas.

O Sr. M. J. CLANCY, agente consular dos Estados Unidos em Bluefields, communica a esta Secretaria que alguns dos cultivadores nas margens do Rio Escondido e seus tributarios, estão fazendo experimentos no embarque de bananas evaporadas. O primeiro embarque se effectuou recentemente para New Orleans, com resultados muito satisfactorios; e se espera que por meio deste novo processo, poderão utilisar-se milhões de pequenos cachos de bananas proprias para seccar, mas não adaptaveis á exportação no estado natural. Os trabalhos se levam hoje a cabo de uma maneira muito imperfeita, pois as pessoas occupadas nesta industria carecem de um conhecimento pratico da materia. A introducção de machinas e trabalhadores apropriados a estes trabalhos, abrirá em Nicaragua uma industria nova e lucrativa e um mercado aos Estados Unidos para a venda das ferramentas e manufacturas que se necessitam para esta industria.

PERU.

Machinas para Mineração.

A actividade mineira do Peru accentua cada dia a necessidade de machinas aperfeiçoadas para aquella industria. Uma das necessidades mais urgentes é a.do uso de dragas para chegar ao leito dos rios, onde ha depositadas immensas quantidades de ouro. Actualmente se empregam meios muito primitivos; taboleiros de madeira de uma capacidade de 15 libras de areia. Em consequencia da falta de facilidades, só se recolhe ouro de Junho a Outubro, epocha em que as aguas estão baixas, mas si se empregassem dragas poderia trabalhar-se durante todo o anno. A conclusão da nova estrada de ferro de Crucero a Phara e Huari-Huari, atravéz da uma secção do paiz rica em depositos, offerecerá facilidades para o transporte de machinas e o desenvolvimento das minas de ouro daquella região.

Immigração Japoneza.

O Sr. ALFRED ST. JOHN, consul geral interino da Grã Bretanha em Lima, communicou ao seu Governo a chegada ao Peru do representante de uma companhia de immigração de Tokio, o qual fez arranjos com varios donos de plantações de assucar para o emprego naquella paiz de 500 trabalhadores japonezes, pelo menos. Accrescenta-se que se estabelecerá uma linha de vapores entre os portos do Japão e os do America do Sul para transportar estes trabalhadores. O objecto do projecto não é sómente offerecer sahida para o excesso de população dos districtos do japão, mas tambem abrir communicação commercial directa com a America do Sul.

Commercio de Borracha em Iquitos.

O commercio de borracha que tem seu centro em Iquitos e sua exportação pelos portos de Manáos e Pará, tem sido, desde muito tempo, muito consideravel. O "India Rubber World" que se publica em New York, diz que a exportação directa de borracha de Iquitos para a Europa tem sido nove vezes maior nos ultimos quatro annos, e que as exportações para ser reembarcadas nos portos de Manáos e Para, têm augmentado tambem consideravelmente. Este augmento do commercio se explica

facilmente pela maior facilidade de transporte naquella parte do paiz. I lamentar-se, portanto, que neste novo impulso commercial do Alto Amaz o commercio dos Estados Unidos é de pouca importancia.

SALVADOR.

Pagamento de Direitos de Importação.

O Governo de Salvador decretou que o pagam de 53 por cento dos direitos de importação se faç maneira seguinte: 32 por cento em ouro americano, 10 por cento em apo de alfandegas, 5 por cento em apolices emittidas pela Casa de Moeda, por cento em apolices da divida franceza. Quando as apolices estejam esgot as porções correspondentes pagar-se-hão em ouro americano, o qual p que este foi adoptado naquelle paiz como a base do novo padrão de ouro.

URUGUAY.

Porto de Montevideo.

A exportação de lã durante a estação que term em Janeiro de 1898, tem sido mais do dobro do qu no periodo correspondente do anno passado, pois o numero de fardos respectivamente, de 30,580 e de 14,324. Quanto a cereaes, os algari mostram que na segunda metade de Janeiro se exportaram 10,333 tonelad trigo, 1,681 de farinha e 695 de farelo.

VENZUELA.

Fabrica de Cerveja em Puerto Cabello.

O consul dos Estados Unidos em Puerto Cabello forma que devido ao estabelecimento recente de fab de cerveja em Caracas, Puerto Cabello e em Maracaibo, as importações d bebida têm chegado a ser quasi nominaes e que dentro de pouco terão ces inteiramente. Outr'ora se importavam grandes quantidades de cerveja Estados Unidos, Inglaterra e Allemanha Em Puerto Cabello, tem-se constr uma fabrica de cerveja, cuja capacidade productora é de 2,642 canadas em e quatro horas, está montada com machinas as mais aperfeiçoadas e produz cerveja de excellente qualidade. A fabrica custa cerca de $200,000, e é pro dade de capitalistas allemães. No Brazil tem-se estabelecido tambem industria. Em Porto Allegre, Rio Grande do Sul, tem-se organisada uma c panhia de accionistas com um capital de $3,500,000, com o objecto de estabel fabricas de cerveja.

BULLETIN MENSUEL

DU

BUREAU DES RÉPUBLIQUES AMÉRICAINES

UNION INTERNATIONALE DES RÉPUBLIQUES AMÉRICAINES

VOL. V. MARS 1898. No. 9.

RAPPORT ANNUEL DU BUREAU.

ADMINISTRATION DU DIRECTEUR, FEU M. JOSEPH P. SMITH.—DÉLIBÉRATIONS DU COMITÉ EXÉCUTIF.—NOMINATION D'UN DIRECTEUR PROVISOIRE.

La réunion du Comité Exécutif de l'Union Internationale des Républiques Américaines a eu lieu au Département d'Etat, le 28 février 1898, à 11 heures du matin, en réponse à l'appel du Secrétaire d'Etat.

Présents: le Secrétaire d'Etat, président; M. ROMERO, Ministre du Mexique; l'Honorable W. R. DAY, sous-Secrétaire d'Etat; M. FREDERIC EMORY, Directeur en exercice du Bureau des Républiques Américaines.

M. ANDRADE, Ministre du Venezuela, n'a pas pu assister, mais M. ROMERO avait été prié de le représenter et ainsi un quorum du Comité a été obtenu.

Le rapport annuel du Directeur du Bureau a été présenté par le Président du Comité, et sur la proposition de Mr. ROMERO il a été approuvé, et son envoi aux deux Chambres du Congrès des Etats-Unis et aux gouvernements représentés dans l'Union Internationale a été ordonné.

Un rapport de M. FREDERIC EMORY relatif à la condition des affaires du Bureau a été lu par le sous-Secrétaire d'Etat.

Une résolution fut présentée et adoptée sur la propositior Mr. ROMERO, approuvant les conclusions et les recommandat du Directeur en exercice, et nommant Directeur du Bureau Républiques Américaines M. FREDERIC EMORY, pour une pér qui ne dépassera pas l'année budgétaire courante, finissant l juin 1898.

La résolution dit que la nomination a été faite afin de perm au Directeur provisoire de réorganiser complètement les aff du Bureau, de résilier tous les contrats faits pour obtenir annonces, pour la sollicitation d'abonnements ou autres fin commerce qui lui sembleraient nuisibles aux intérêts du Bu et de réorganiser le personnel, faisant les réductions dudit perso ou de ses appointements et de les arranger comme il jugera n saire, "tenant toujours compte des intérêts généraux de l'U Internationale et des désirs du Comité Exécutif."

Le Comité a autorisé le Directeur à faire terminer imméd ment les contrats actuels pour la sollicitation d'annonces et d'a nements aux publications du Bureau, moyennant commission, abolir la succursale du Bureau à New-York.

D'accord avec ces instructions, le Directeur a donné avis l février à l'agent d'annonces du Bureau de l'action du Co Exécutif.

Les annonces seront reçues pour le BULLETIN comme autr

LE RAPPORT ANNUEL DU BUREAU, ACC PAGNÉ D'UNE NOTE EXPLICATIVE DU RECTEUR EN EXERCICE, EST COMME SU

BUREAU DES RÉPUBLIQUES AMÉRICAINES, UNION INTERNATIONALE DES RÉPUBLIQUES AMÉRICAINES,

Washington, U. S. A., le 28 février 189

A L'HONORABLE JOHN SHERMAN,

Président du Comité Exécutif de l'Union Internationale Républiques Américaines.

MONSIEUR: J'ai l'honneur de transmettre sous ce pli, le ra annuel du Directeur du Bureau des Républiques Amérie Ce rapport a été préparé d'accord avec les instructions du D teur du Bureau, feu M. JOSEPH P. SMITH, d'accord avec les qu'il a transmises pour servir de base au document. Le brou avait été envoyé à M. SMITH à Miami, Floride, mais il l

é lorsqu'il était trop malade pour y donner son attention. :efois, je suis sûr que le rapport résume en substance les vues M. SMITH, et comme il présente un résumé soigné des ux du Bureau sous sa direction et indique les fins générales avait en vues, je juge qu'il n'est que juste qu'il soit soumis Comité Exécutif pour sa délibération et pour être ensuite yé au Congrès des Etats-Unis et aux Gouvernements des s Républiques de l'Union Internationale, comme rapport el du Bureau.

Très Respectueusement,

FREDERIC EMORY,
Directeur en Exercice.

MIAMI, FLA., *le 28 janvier 1898.*

SECRÉTAIRE D'ETAT, *Président* et aux MEMBRES DU COMITÉ XÉCUTIF DE L'UNION INTERNATIONALE DES RÉPUBLIQUES MÉRICAINES.

IESSIEURS: En transmettant mon premier rapport annuel me Directeur du Bureau des Républiques Américaines, j'ai laisir de vous féliciter sur le progrès marqué qu'a fait le au dans la dignité et l'utilité de ses travaux. La sagesse de réation du Bureau comme agence internationale pour l'en- gement de commerce et l'agrandissement général des rela- fraternelles entre les Républiques de l'Hémisphère occi- l a été, selon mon avis, amplement assurée par les résultats nplis, et l'avenir promet un développement grand et sain de noyens pour les intérêts pratiques. Une entreprise d'une si le nouveauté comme but, et surchargée de tant d'éléments de bles malentendus, comme une union internationale, com- de dix-neuf gouvernements distincts et bien individualisés, tre, suivant la nature même des choses, d'abord une expérience travail de développement graduel d'année en année.

serait difficile de trouver un témoignage plus convaincant de lidarité générale des intérêts des Républiques des deux con- ts américains que dans le fait, que bien que cette entreprise é souvent menacée par critiques hostiles provenant du dehors, non seulement résisté à toutes les attaques, mais qu'aujour- l'appui qu'elle reçoit de tous les pays de l'Union est plus t plus uni qu'au commencement de son existence généreuse.

Le Bureau doit beaucoup de son expansion récente à l'activité et à la participation des représentants, à Washington, des plusieurs Républiques intéressées, et il vient de recevoir une preuve frappante de la généreuse appréciation de son travail de la part des Etats-Unis dans la provision faite récemment par le Congrès des Etats-Unis pour les dépenses de l'année budgétaire courante.

Depuis la date du dernier rapport de mon prédécesseur, le 26 janvier 1897, les publications suivantes ont été publiées:

Code de la Nomenclature Commerciale, en anglais, espagnol et portugais (édition revue et corrigée).

Code de la Nomenclature Commerciale, en espagnol, anglais et portugais.

Code de la Nomenclature Commerciale, en portugais, espagnol et anglais.

Annuaire du Commerce des Républiques Américaines, tome premier.

Service diplomatique et consulaire des Républiques de l'Amérique Latine et d'Hawaï aux Etats-Unis.

Service diplomatique et consulaire des Etats-Unis (revu et corrigé jusqu'au 29 juillet 1897).

Guide d'Alaska.

Guide de Guatémala (revu).

Guide d'Hawaï.

Tarif Douanier du Pérou, 1896.

Tarif Douanier des Etats-Unis, 1897 (anglais).

Tarif Douanier des Etats-Unis, 1897 (français).

Tarif Douanier des Etats-Unis, 1897 (portugais).

Tarif Douanier des Etats-Unis, 1897 (espagnol).

Bulletins Mensuels, depuis le mois de février 1897, jusqu'au mois de janvier 1898, inclusivement.

Almanach des journaux de l'Amérique-Latine.

Liste postale officielle du Bureau des Républiques Américanes.

Réciprocité et Commerce.

Commerce Espagnol-Américain.

Spécifications pour le nouveau palais législatif de la Cité de Mexico.

Relations Commerciales en Amérique.

Copies de ces publications accompagnent ce rapport comme annexes I à XX, inclusivement.

Le travail le plus important accompli pendant l'année, a été la préparation de l'Annuaire du Commerce des Républiques Américaines. Pen de temps après mon entrée dans le Bureau, je suis

ivé à la conclusion que l'un des moyens les plus efficaces pour rapprochement plus intime des relations entre les fabricants et ; marchands des différentes contrées, et pour augmenter ainsi industries et le commerce, était de leur fournir des informations actes sur les noms de maisons intéressées dans certaines branches commerce ou de productions, augmentées des dernières données 'il fût possible d'obtenir, quant aux ressources, au commerce, aux nufactures, aux usages commerciaux, aux lois relatives aux vets d'invention età la propriété littéraire, aux patentes de commerce, aux tarifs des douanes, aux règlements de passeports, etc., ; Républiques Américaines et des colonies des Indes Occidenes et de l'Amérique du Centre et du Sud, avec lesquelles les ricants sont si intimement liés dans leurs rapports commerciaux. J'ai vite vu que les commerçants des Etats-Unis reconnaissaient e ce travail était une des nécessités les plus pressantes pour l'augntation du commerce avec les contrées latines américaines. Le reau avait déjà publié des annuaires de commerce qui, tout étant utiles au temps de leur publication, étaient devenus sunés. J'ai senti que ce qui était demandé du Bureau était une cyclopédie pratique des industries et du commerce des contrées i composent l'Union Internationale. Naturellement, une tâche ne telle magnitude nécessitait de grands frais pour la réunion a compilation de tant de données, pour sa traduction en espagnol, portugais, et en français, et pour la classification de plusieurs lliers de noms.

Par-dessus tout, il me semblait indispensable que le travail fût igé avec le plus grand soin, afin que la publication fût partout onnue comme une autorité. C'était une enterprise qui, sous des nditions ordinaires, aurait consumé une période de temps conérable, mais avec la coopération active du Département d'Etat l'augmentation du personnel du Bureau en vue de ce projet cial, je suis arrivé, avec l'aide précieuse des Gouvernements éressés, par l'entremise de leurs représentants à Washington et ; fonctionnaires de leurs différents départements administratifs, ompléter et à publier le premier tome en huit mois environ ès la date de sa préparation et en cinq mois environ après le mmencement du travail actif. C'était tout d'abord notre intion d'avoir l'ouvrage complet en un volume, mais à mesure e le travail continuait on a jugé les données obtenues si nom-

breuses et si utiles qu'elles nécessiteraient la publication de de tomes.

Le second tome est en cours de préparation et sera publié 1er mars. Par d'autres mots, j'aurai la satisfaction d'avoir me à une fin heureuse, pendant la première année de ma directio une entreprise que j'espère démontrera effectivement les moyen que possède le Bureau pour l'accomplissement des fins pou lesquelles il a été créé, et surtout pour la publication d'ouvrage non seulement de valeur pratique pour le commerce, mais d'un importance reconnue pour les économistes, les financiers et le législateurs du monde entier. Quant à ceci, j'espère que je sera acquitté de toute charge d'égoïsme en louant un ouvrage ave lequel j'ai été si intimement associé, par les témoignages ici pré sentés sous forme d'un grand nombre de lettres, non sollicitée reçues d'hommes importants et d'associations commerciales repré sentatives du pays. (Annexe XXI.)

Parmi ces lettres seront trouvés des mots d'éloges de l'ancie Secrétaire d'Etat, l'Honorable RICHARD OLNEY, qui était aus autrefois le président honoré de votre comité et l'un des partisan les plus enthousiasmés du système actuel gouvernant le Bureau l'Honorable WARNER MILLER, qui, pendant des années a ét intimement associé avec le Canal de Nicaragua; Mr. WILLIAM E CURTIS, le premier Directeur du Bureau; Mr. CLINTON FU BISH, mon prédécesseur; Mr. THEODORE C. SEARCH, président d l'Association Nationale des Manufacturiers; un nombre de com merçants très connus qui ont été longtemps identifiés avec le com merce sud-américain et un nombre de Sénateurs et de Député du Congrès des Etats-Unis. Des exemplaires du tome premi de l'Annuaire furent envoyés le 11 novembre 1897 aux Prés dents des Républiques qui composent l'Union, et le même jo un exemplaire a été officiellement présenté au Président des Etat Unis par des représentants du Comité Exécutif, à savoir, l'Hon rable JOHN SHERMAN, Secrétaire d'Etat des Etats-Unis; le Señ Don MATÍAS ROMERO, Ministre du Mexique, et le Señor Dr. Do MARTIN GARCIA MÉROU, Ministre de la République Argentin Un rapport complet des délibérations est ici joint. (Anne XXII.)

Des exemplaires ont été envoyés aussi aux membres du Cab net du Président qui en ont accusé réception par des term

chaleureux d'appréciation, comme on verra par la lecture de leurs lettres ci-jointes (Annexe XXII).

Bien que l'on pense que l'Annuaire peut supporter l'examen le plus scrutateur, on espère que les éditions prochaines le rendront encore plus utile aux grands intérêts qu'il a été destiné à encourager.

L'expérience du Bureau relativement aux publications du Code de la Nomenclature Commerciale, dont presque l'entière édition est actuellement emmagasinée, en attendant des acheteurs, m'a décidé à adopter les méthodes des maisons de publications pour la sollicitation en avance d'abonnés, avec le résultat que le département commercial du Bureau, nécessairement établi à New York, le grand centre commercial pour ce travail, est arrivé à vendre jusqu'au 1er janvier 3,079 copies de l'Annuaire du Commerce, s'élevant à une somme de $15,395. Les dépenses totales de l'Annuaire, y compris le recueil et la publication des données statistiques et descriptives et la traduction dans plusieurs langues, et la réunion et classification de plus de 100,000 de noms de maisons de commerce, ont été d'environ $48,000. Les revenus de l'Annuaire s'élèveront à $20,000 environ, faisant une dépense nette de $28,000. Cette dépense me paraît entièrement justifiée par les résultats qui semblent assurés pour le bien des intérêts communs.

En plus de l'Annuaire du Commerce qui, comme j'ai déjà remarqué, a employé tant du temps et des énergies du Bureau, le BULLETIN MENSUEL, qui est l'organe officiel de l'Union Internationale, pendant l'année passée a été beaucoup augmenté et amélioré. L'édition compte actuellement 75,000 exemplaires chaque mois, dont plus de 40,000 sont en circulation dans les contrées de l'Amérque latine, et les recettes reçues des annonces ont augmenté de $6,416.14 pendant l'année budgétaire finissant le 30 juin 1897, à $13.025.24 pour les six mois jusqu'au 31 décembre 1897, ou plus du double des recettes pour l'année précédente. Pour les six mois à partir du 1er janvier au 1er juillet 1898, les recettes provenant de cette source, en toute probabilité, ne seront pas au-dessous de $30,000.

On espère qu'avec le cours du temps, les revenus reçus des annonces pourront subvenir à l'entretien du Bureau. On ne se propose pas de rendre le BULLETIN une source de revenu pour le Bureau, mais tout simplement d'obtenir les moyens pour lui

assurer la meilleure matière pour ses pages et pour élargir sa circulation jusqu'à tous les endroits qui sont d'importance dans le développement du commerce international. Si cette façon de voir est poursuivie, il est évident que le BULLETIN doit devenir une grande agence dans l'encouragement des intérêts des manufacturiers et des commerçants de toutes les Républiques. A l'occasion de mon entrée au Bureau, j'étais disposé à questionner la sagesse de l'insertion dans le BULLETIN, d'annoces payées, mais après avoir soigneusement examiné le sujet, j'ai été convaincu que les bénéfices à être ressentis dans toutes les Républiques Américaines par suite de l'adoption de ce système par la conférence des représentants de l'Union Internationale en 1896, démontrèrent la sagesse de cette résolution.

Une des raisons les plus importantes pour l'insertion d'annonces dans cette publication, se trouve dans le fait, que c'est seulement par le moyen d'annonces que les habitants d'un pays peuvent obtenir des informations de nature pratique relatives aux échanges commerciaux, aux manufactures, aux commerçants et aux opportunités commerciales en général, des autres pays. Ce fait est clairement démontré par la réception au Bureau, de lettres d'un grand nombre de manufacturiers, de marchands et d'expéditeurs des Etats-Unis, l'informant des augmentations importantes dans le commerce, comme résultat du contact direct du vendeur et du consommateur, obtenu par le moyen des annonces paraissant dans le BULLETIN. Joint à ce rapport, on trouvera un nombre de lettres reçues des principales maisons aux Etats-Unis donnant preuve du commerce obtenu par ce moyen (annexe XXIII). Il arrive que les bénéfices ici décrits sont en faveur des Etats-Unis, et pour cette raison je trouve que le Bureau a droit à s'attendre à un appui convenable de ce pays; mais tous les membres de l'Union Internationale retireront indubitablement leur part des profits qui résulteront de l'élargissement des rapports commerciaux.

Le Code de la Nomenclature Commerciale, commencé par le premier Directeur, sous les instructions reçues de l'Union Internationale, fut terminé et publié, sous une forme plus avantageuse que celle proposée en premier lieu, en trois volumes, en anglais, en espagnol et en portugais, avec les équivalents en chaque cas dans les autres langues, dans les trois mois suivant ma nomination comme Directeur. La valeur de cet ouvrage, dont le travail a

:upe sept ans, est généralement reconnue par ceux qui sont gagés dans le commerce latin américain, et il sera sans doute ssible avec le cours du temps, à mesure qu'il est analysé par sage pratique, de l'augmenter et le perfectionner.*

Pendant l'été passé le Bureau a publié des guides particuliers r l'Alaska et le Hawaï à cause de l'intérêt général soulevé par la couverte d'or dans le premier pays et par l'annexation proposée dernier pays aux Etats-Unis, et de la demande générale d'infor-tions qu'on croyait que le Bureau devait fournir. Les Iles waï, bien qu'elles ne soient pas officiellement membres de nion, furent comprises dans le programme de ses opérations et rs relations particulières avec les Etats-Unis me semblent justi- l'action de les comprendre dans le plan général du travail du reau. Pour la même raison, le Hawaï a été incorporé dans le me I de l'Annuaire du Commerce. Pendant l'année on a pu- promptement les changements apportés aux tarifs douaniers des sieurs pays composant l'Union Internationale, et des éditions ciales des nouvelles lois douanières du Pérou et des Etats-Unis été publiées, ces dernières étant publiées en espagnol, en por-ais et en français, aussi bien qu'en anglais. Des éditions revues :orrigées du guide du Brésil, de la Colombie, de Costa Rica, Mexique et du Venezuela sont en voie de préparation et seront)liées aussitôt que possible sous forme augmentée et avec les nières informations statistiques.

En plus du travail de publication qui a été décrit, le Bureau a gmenté ses devoirs par la création d'une section d'information, ı de répondre, avec le moindre délai possible, aux nombreuses nandes de données exactes relatives aux Républiques Latino-néricaines. Depuis le 1er septembre près de 400 communica-ns de ce caractère ont été reçues, et après que les recherches cessaires ont été faites, on y a répondu, avec le résultat d'avoir)uté grandement à la connaissance des communautés commer-ıles des pays intéressés dans les conditions qui augmenteront ıvantage l'échange de produits.

Le travail du Bureau ayant été ainsi considérablement augmenté, a été nécessaire d'augmenter le personnel pour faire face aux exi-

* Voir BULLETIN pour le mois de février, page 1430. L'adoption du Code de la nenclature Commerciale par le Trésor des Etats-Unis comme livre de référence s les Douanes.

gences spéciales pour la prompte publication de l'Annuaire du Commerce. Une fois cette nécessité passée, le personnel a été réduit à des conditions plus normales; mais je puis dire franchement que si le travail du Bureau correspond aux nécessités du développement commercial parmi les Républiques de l'Hémisphère Occidental, il doit de nécessité employer un large et coûteux personnel. En plus d'un nombre considérable de clercs, il est absolument indispensable qu'il soit pourvu de traducteurs compétents pour traduire promptement en espagnol, portugais et en français, la grande quantité de données préparées pour la publication.

En plus de ceux-ci, il devrait pouvoir commander les services d'écrivains éminents sur les conditions économiques qui constituent la base de toute augmentation heureuse du commerce parmi les Républiques Américaines. Le travail que, avec l'approbation du Comité Exécutif, j'aurais le plus grand plaisir à poursuivre avec une énergie sans relâche, exige des facultés de premier ordre, et il serait inutile de cacher le fait que les grands buts de l'Union Internationale ne peuvent pas être menés à fin sans une dépense bien au-dessus des ressources maigres jusqu'ici à la disposition du Bureau. Ce fait devient plus évident encore quand nous considérons que même ce qui a été accompli, aussi imparfaitement et peu satisfaisant qu'il a dû être à mes prédécesseurs, tout en réflechissant beaucoup de mérite sur eux, en vue des désavantages sous lesquels ils ont travaillé, n'aurait jamais été accompli sans des fonds bien au-dessus des sommes votées par le Congrès, qui ne dépassèrent jamais 36,000 de dollars par an.

Un examen montrera que les anciens Directeurs du Bureau ont été obligés d'avoir recours à maints expédients afin de leur permettre de publier les publications qui ont paru de temps en temps, étant hors de la possibilité de l'accomplir en se servant seulement des fonds à leur disposition. On l'a accompli seulement par le moyen de l'autorisation obtenue du Congrès des Etats-Unis d'imprimer, comme documents officiels, les différents guides et autres publications, les paiements étant faits avec les fonds alloués pour l'impression de documents officiels. Malgré ceci, des déficits ont été encourus dans le compte avec l'Imprimerie Publique, et le fait est avéré que ces déficits s'élèvent à des sommes considérables. Comme je ne jouissais pas, comme mes

prédécesseurs, de l'avantage de l'autorisation officielle indiquée, j'ai été très embarassé dans mes efforts pour porter remède à cette difficulté. Toutefois j'espère que cette affaire sera ajustée d'une manière satisfaisante par le Congrès des Etats-Unis.

L'augmentation temporaire du personnel du Bureau a forcément, augmenté les dépenses, et les exigences du travail depuis lors ont taxé lourdement les ressources du Bureau provenant des annonces, et en outre, ont épuisé les sommes allouées par le Congrès. Par conséquent, j'ai appelé l'attention du Secrétaire d'Etat sur la condition des affaires, et on a demandé au Congrès des Etats-Unis de voter un crédit urgent de $41,972 pour faire face aux dépenses du Bureau pour les six mois terminant le 30 juin 1898. Cette somme a été votée sans objection, ce qui démontre l'appréciation du Congrès de l'utilité pratique du travail du Bureau. On a aussi recommandé au Congrès de voter la somme entière de $36,000 pour les dépenses du Bureau pour l'exercice, finissant le 30 juin 1899. Toutefois, je désire remarquer que cette somme, selon mon avis, est loin d'être proportionnée aux besoins prochains du Bureau, et je propose respectueusement aux représentants des pays qui composent l'Union Internationale, que des mesures soient prises pour que le Bureau puisse se servir des sommes contribuées par les autres Républiques, qui sont à présent versées dans le Trésor des Etats-Unis pour le rembourser du montant des quote-parts des différents pays. Ainsi les revenus du Bureau de ces sources seraient d'environ $45,000 ou $50,000. Et encore cette somme ne suffirait aucunement aux nécessités actuelles, et il est à espérer que des mesures seront prises pour obtenir pour le Bureau des ressources correspondantes à la dignité et à l'utilité pratique de son travail.

Un des buts que j'ai eu en vue depuis que je me suis rendu compte des possibilités du Bureau a été la coopération active de tous les membres de l'Union Internationale, non seulement des gouvernements de ces contrées auxquelles je suis fort redevable pour leur soutien et encouragement, mais des intérêts industriels et commerciaux de toutes sortes. Il me semble que ce but serait mieux poursuivi par la nomination de commissaires, représentant le Bureau, qui serviraient sans appointements, dans les principaux centres industriels et commerciaux des différentes contrées. Ce

serait le devoir particulier du Bureau d'informer ces représentar des développements et opportunités de commerce, des conditio du marché, des exigences du consommateur, etc., dans les autr pays, et les commissaires de leur part, fourniraient le Bureau un grande quantité de données utiles relatives à leurs localité respectives, en plus d'attirer l'attention d'autres dans leur voisinag vers le travail du Bureau. J'espère que cette idée se recom mandera au Comité Exécutif, et que je puisse compter sur s coopération en ce qui me paraît un moyen pratique et utile pou l'agrandissement des relations commerciales.

J'ai le plaisir d'informer le Comité Exécutif que le Bureau d'accord avec les recommandations du Comité et par les bon offices des représentants des contreés de l'Amérique latine au Etats-Unis et des ministres accrédités par les Etats-Unis dans c Républiques, a obtenu le privilège de l'envoi franc de port, d ses publications pour distribution dans les Républiques de Cost Rica, de l'Equateur, de Guatémala, d'Haïti, du Honduras, d Nicaragua, et de Venezuela. L'importance de cette concessio pour le Bureau m'est survenue peu de temps après mon entrée e fonctions et je désire exprimer mon appréciation de la prompt tude avec laquelle ces différentes Républiques ont répondu à m demande. Jusqu'à maintenant le Mexique était le seul pays d l'Union Internationale qui avait accordé ce privilège aux publ cations et à la correspondance du Bureau. J'ose espérer qu'avan peu, tous les membres de l'Union Internationale feront partie d cet arrangement qui diminue grandement les frais du Burea pour les dépenses diverses.

Un des signes les plus encourageants de l'appréciation croissant du travail du Bureau qui ait attiré mon attention se trouv dans l'intérêt actif montré par les grandes organisations commer ciales des Etats-Unis, telles que l'Association Nationale de Manufacturiers, le Musée de Philadelphie, les associations de exportateurs de New York, le Cercle Espagnol de St. Louis e autres. Ces différentes organisations ont fait, depuis quelqu temps, des efforts particuliers pour cultiver et développer le relations commerciales entre les Etats-Unis et leurs voisins d sud. Le musée de Philadelphie a donné un témoignage ma quant de sa libéralité et de son esprit d'entreprise dans cet

irection, dans le voyage des commerçants latin-américains à avers les Etats-Unis, l'été dernier, qui a été le résultat de ses forts spéciaux, et l'Association Nationale des Manufacturiers ient de prendre une mesure pratique d'une grande importance, ar l'établissement à Caracas d'un entrepôt d'échantillons.

Toutes ces organisations reconnaissent qu'on pourrait faire de ce ureau un facteur puissant, non pas pour devancer ou supplanter ur travail, mais pour le seconder par des efforts intelligents et ien dirigés. Selon mon idée, la mission du Bureau est d'indiquer chemin au commerce, et de retirer les obstacles aux entreprises articulières ou de compagnies. Les fins commerciales qui ont té introduites dans l'administration du Bureau sont uniquement elles qui me semblaient utiles au but en vue. Il serait malheu- ux si le Bureau se heurtait inutilement, en matières de détail, à 'autres agences, organisées en vue du développement commercial. l me semble que toutes ces agences doivent être développées et couragées, et je suis sûr que leurs intérêts seront mieux avancés ar la coopération avec le Bureau dans les efforts pour introduire de intelligence et de l'énergie dans le commerce général entre les ifférentes contrées. Tout ce qui contribue à l'augmentation des ssources du Bureau et à l'amélioration de son utilité doit con- ourir finalement à l'avantage de tous ceux qui cherchent à obtenir ne plus grande part du commerce des différentes Républiques. 'ar conséquent, le Bureau est intéressé dans les différentes entre- rises ayant pour but l'établissement d'expositions des industries et u commerce des différents pays de l'Union, et de musées pour exposition de produits fabriqués et autres, et de multiplier les gences pour l'information commerciale et pour des entreprises emblables.

En vue de ceci, je désire attirer particulièrement l'attention sur 'Exposition trans-Mississippienne qui aura lieu à Omaha cet été, ur l'Exposition Pan-Américaine en 1899 à Buffalo, qui demande le l'Union Internationale des mesures généreuses de soutien, et sur 'Exposition de Paris en 1900, aussi bien que sur les expositions rojetées dans les plusieurs pays de l'Union. A mon avis, le ureau des Républiques Américaines doit être dignement repré- nté dans toutes ces expositions, et cette nécessité crée une raison plus pour une augmentation considérable des ressources du

Bureau. Je recommande respectueusement ce sujet à l'attenti spéciale du Comité Exécutif, et je serais heureux de recevoir u déclaration formelle de l'approbation des idées ici indiquées.

Un autre sujet qui m'a occupé sérieusement et m'a interessé plus en plus à mesure que je me suis familiarisé avec les cond tions pratiques du commerce entre les différentes contrées de c hémisphère, est la nécessité absolue de traités efficaces de récipr cité pour le développement du commerce américain parmi le Américains. Ce sujet, comme le sait le Comité Executif, occup l'attention d'un commissaire plénipotentiaire spécial des Etat Unis, et j'espère sincèrement que ses efforts produiront des résultat pratiques pour le bien de tous les pays de l'Union. On ne peu mettre en doute, il me semble, que les fabricants des Etats-Uni sont très anxieux de conclure des traités de ce genre qui leu permettront de disposer de leurs produits parmi les contrées latine et que leur influence contribuera puissamment à la conclusion d concessions qui assureront à ces pays de plus grands débouch aux Etats-Unis pour leurs produits. Il me semble que c'est mo devoir spécial d'aider, par tous mes moyens, un pareil mouvemen et il m'est très agréable de constater les indications d'un espr semblable, non seulement aux Etats-Unis mais dans les Républ ques avec lesquelles ce pays est associé dans l'Union International

Je regrette plus que je ne puis le dire, que l'état de ma sant pendant les six mois derniers ait été tel, que je n'ai pas pu pou suivre, avec l'énergie qu'aurait inspiré ma présence constante e place, les plans que j'avais tracés. Toutefois, j'espère qu'aucu des intérêts n'a souffert, mais qu'on trouvera, au contraire, qu'ils o été avancés. Avec le retour de ma santé, il me sera très agr able de recommencer mes devoirs, avec la conscience d'avo gagné votre approbation et de sentir que je puis compter s votre coopération dans l'élargissement du travail du Bureau, dans sa direction dans les voies qui le conduiront finalement développement complet des sages et libéraux plans formulés à création par l'Union Internationale.

Ci-joint se trouve le rapport sur les recettes et dépenses Bureau jusqu'au 1er janvier 1898 (Annexe XXIV).

Avec ma plus profonde reconnaissance à l'Honorable Préside du Comité Exécutif et aux distingués Ministres qui le composer pour la direction et les conseils qu'ils m'ont accordés au tem

s périodes critiques dans les affaires du Bureau pendant l'année ssée.

J'ai l'honneur d'être, Messieurs, votre serviteur obéissant,

JOSEPH P. SMITH, *Directeur.**

[Annexes.]

XX. Publications du Bureau des Républiques Américaines.
XI. Lettres reçues en louange de l'Annuaire du Commerce.
XII. Récit de la présentation au Président des Etats-Unis de l'Annuaire du Commerce, avec lettre de transmission, et lettres reçues des membres du Cabinet à ce propos.
Ces annexes n'y sont pas compris à cause de leur longueur.
XIII. Lettres reçues des commerçants relatives aux annonces publiées dans le BULLETIN.
XIV. Recettes et dépenses du Bureau.

ANNONCES DANS LE BULLETIN.

La lettre circulaire suivante, explicative de l'action prise par le omité Exécutif pour la résiliation du contrat avec M. CHARLES . LOCKE, ancien agent d'annonces du Bureau, a été envoyée à ux qui annoncent dans le BULLETIN MENSUEL, aux associations rganisées de commerce, aux journaux commerciaux, aux négo- iants, etc.

BUREAU DES RÉPUBLIQUES AMÉRICAINES,
UNION INTERNATIONALE DES RÉPUBLIQUES AMÉRICAINES,
Washington, U. S. A., 5 mars, 1898.

IONSIEUR :

A la réunion du Comité Exécutif de l'Union Internationale des Républi- ues Américaines, qui a eu lieu le 28 février, j'ai été nommé Directeur du ureau des Républiques Américaines pour une période qui ne dépassera pas xercice, finissant le 30 juin 1898, afin de réorganiser les affaires du Bureau. ette réunion j'ai été autorisé à résilier le contrat avec M. CHARLES E. LOCKE ur la sollicitation d'annonces et d'abonnements aux publications du Bureau, yennant commission. On a trouvé que ce système entraînait des dépenses n au-dessus des recettes, et en même temps plaçait le Bureau en concurrence c les interêts des journaux de commerce et des éditeurs des Etats-Unis.

Le premier projet du Comité Exécutif qui, comme vous savez, se compose des

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Lorsque le rapport ci-dessus fut transmis à Mr. SMITH, il était trop malade pour y ner son approbation officielle. Comme il a déjà été expliqué, le rapport a été paré d'accord avec les notes qu'il avait préparées.

représentants des Républiques Latines Américaines, aussi bien que des Et Unis, était d'assurer des ressources provenant des annonces, qui augmenterai l'utilité du Bureau sans entraîner des dépenses additionnelles aux Gouverneme intéressés.

On pense que ce projet peut être servi, sans occasionner aucun dommage a intérêts privés de ce pays, par la continuation d'annonces dans le BULLE MENSUEL du Bureau et rendant la publication si utile qu'elle méritera non seu ment l'appui de compagnies cherchant des débouchés dans les contrées lati américaines et d'exportateurs de ces pays qui désirent vendre leurs produits a Etats-Unis, mais aussi des journaux de commerce et de tous les intérêts seraient avancés par l'augmentation du trafic latin américain.

Les détails de ce plan du travail du Bureau n'ont pas encore été perfectionn mais en attendant, je demande respectueusement votre considération sérieuse le sujet, et je serais heureux de recevoir le témoignage de votre soutien de r efforts pour la continuation de ce que je sais, personnellement, était le désir défunt Directeur, M. JOSEPH P. SMITH, pour l'établissement sur un plan séri des travaux de ce Bureau, et en le faisant une agence active pour l'accroissem du commerce parmi les Républiques Américaines.

Agréez, monsieur, l'assurance de ma haute considération.

FREDERIC EMORY,
Directeur

LES RELATIONS COMMERCIALES EN AMÉRIQUE.—IX.*

LES RESSOURCES INTERNES DE L'AMÉRIQUE CENTRALL.

Dans le numéro du BULLETIN MENSUEL pour le mois de vrier, on a discuté les ressources internes du Mexique. No allons aujourd'hui nous occuper de celles de l'Amérique Centra qui est une des trois grandes parties entre lesquelles notre con nent est divisé.

Avec une superficie territoriale presque égale à celle de France, l'Amérique Centrale contient une population inférieu à celle de la Belgique dont le territoire est beaucoup plus pe que celui de la République de Costa Rica. Possédant le sol plus riche qui fournit abondamment tous les produits de la zo tropicale, sans rivale pour sa position géographique, jouissant d' climat doux et salubre, ayant une immense ligne de côte sur deux océans et la perspective de la construction d'un canal int océanique à travers son territoire, l'Amérique Centrale a un b

* Le premier article de cette série a été publié dans le numéro du BULLETIN MENS pour le mois de juillet 1897. Ces articles seront continués par d'autres écrivains suivant la ligue de conduite adoptée par M. SMITH.

nt avenir devant elle qui la destine à devenir un des grands ntres commerciaux du monde entier.

Le manque de bons moyens de communication entre les cinq tats a, jusqu'à un certain point, mis obstacle au développement ce beau pays. Mais, pendant ces dernières cinq années, remarque une grande activité dans la construction de lignes de emins de fer, et, bien qu'actuellement elles ne servent qu'au fic intérieur de chaque section, plus tard, elles se réuniront et nneront une forte impulsion à l'industrie, à l'agriculture et au mmerce.

Aujourd'hui, les principaux chemins de fer de l'Amérique ntrale sont les suivants: Au Guatémala, le chemin de fer du l qui va du port de San José sur le Pacifique, passe par cuintla et s'arrête à la capitale après avoir parcouru une dis- ıce de soixante-quinze milles; le chemin de fer de l'ouest, qui ıne longueur de quarante et un milles, et qui joint San Felipe port de Champerico; un embranchement du chemin de fer du l, entre Escuintla et Patulul; une ligne depuis Iztapa jusqu'à station de Naranjo, sur le chemin de fer central ou du sud, et 9 milles de Puerto Barrios au Rancho de San Augustin. Au lvador, il y a une ligne du port d'Acajutla à la ville de Santa na; une autre d'Armenia à Ceiba, et celle de Santa Tecla à la pitale. Le Honduras a un chemin de fer qui joint Puerto ortez à San Pedro Sula. Au Nicaragua, il existe une bonne gne divisée en deux sections. La première va de Corinto à omotombo sur le Lac Managua, une distance de 58 milles; et utre qui a un parcours de 32 milles, va de Granada à la capitale, uée aussi sur les bords du même lac. Les communications ıtre cette dernière et Momotombo, sont maintenues au moyen vapeurs, lesquels, quoique petits, sont très commodes et bien nstruits.

Le Costa Rica a deux chemins de fer employés au trafic, l'un lant vers l'Atlantique et l'autre vers le Pacifique. Le premier st le plus important des deux, car il unit la capitale à Limon, qui st le port principal de la République et un des meilleurs de Amérique Centrale. Cette ligne a 117 milles de longueur et nit à Alajuela. L'autre ligne qui n'a que 14½ milles de longueur a d'Esparta à Puntarenas. Parmi les chemins de fer actuellement ı voie de construction dans l'Amérique Centrale, il faut citer les

suivants: Au Guatémala, le chemin de fer du nord, entre Puerto Barrios et la capitale de la République, et dont une partie, ainsi qu'il a été déjà dit, est achevée; au Salvador, un chemin de fer presque terminé, allant du Port de l'Union à la capitale, et qui aura une longueur de plus de deux cents kilomètres. Il passera par les principales villes de l'est. La section entre Ceiba et Santa Tecla est aussi en voie de construction. Au Nicaragua, les travaux sur la ligne de Massaya à Diriamba, qui traverse une des parties du pays qui produisent le meilleur café, sont très avancés; et au Costa Rica, on a commencé la construction du chemin de fer qui doit aller jusqu'au Pacifique.

Les principaux produits de l'Amérique Centrale sont le café, le sucre, le cacao, l'indigo, le maïs, le tabac, le caoutchouc, les peaux de bestiaux, les bois de construction, les bois de teintures et tous les fruits des tropiques, parmi lesquels la banane occupe le premier rang. Le café de l'Amérique Centrale est célèbre sur tous les marchés du monde. Dans ces dernières années, sa culture s'est merveilleusement développée et continue à augmenter malgré le fait que le prix de ce produit a baissé considérablement. Au Guatémala et au Costa Rica, la récolte de cette denrée représente la majeure partie de la production locale. Dans la première de ces Républiques, en 1892, il y avait un peu plus de 964 *caballerias* (environ 101,944 acres) employées à la cultivation du café, et le nombre de caféiers se montait, à cette époque, à 64,186,922.

Le rendement de cette année-là a été de 36,999,464 livres. Le café est le principal produit du Costa Rica où il a été introduit pour la première fois en 1796; sa qualité supérieure est démontrée par les prix élevés qu'il obtient sur les marchés d'Europe, principalement en Angleterre. L'exportation annuelle s'élève à environ 40,000,000 de livres. A l'exposition de Chicago, il y avait soixante-quinze exposants de café du Costa Rica, dont cinquante-cinq reçurent des récompenses; une proportion qu'aucun des autres pays qui étaient représentés à cette grande fête internationale, ne parvint à obtenir. Le café est cultivé dans toutes les parties du Salvador. Sur les terres élevées qui se trouvent dans l'intérieur du Honduras celui qu'on y produit est d'une excellente qualité, et, quoique jusqu'à présent, la quantité soit limitée, tout porte à croire qu'à une époque prochaine, l'augmentation sera considérable. Dans

n rapport en date du 6 février 1897, adressé au Département Etat sur la culture du café au Nicaragua, Mr. BAKER, Ministre s Etats-Unis, s'exprime ainsi:

"Pour démontrer le développement de cette industrie dans ce rs, je remarquerai qu'à l'époque de mon arrivée ici, il y a quatre il n'y avait que 28 américains, hommes, femmes, et enfants. La nie, aujourd'hui, se compose de 90 de nos compatriotes * * *.

1893, le nombre de caféiers, dont seulement quelques uns aient, était au-dessous de 50,000, il dépasse actuellement 0,000. Avec une bonne saison, on calcule que la récolte de née prochaine, en conséquence du rendement des jeunes arbres, indra 4,000,000 de livres. Les capitaux américains représentés s les environs de Matagalpa en 1893, n'excédaient pas $50,000 nnaie courante des Etats-Unis.) A présent, les placements de mpagnies Américaines engagées dans la culture du café, se ntent en moyenne à $405,000, et ceux faits par des particu-rs, à $155,000; ce qui donne un total de $560,000, en or."

D'après les données fournies par le Bureau des Statistiques du épartement de la Trésorerie des Etats-Unis, les exportations de fé de l'Amérique Centrale en ce pays-ci, pour l'année 1897, aient comme suit:

u Costa-Rica	$3,439,374
u Guatémala	1,862,589
u Honduras	847,230
u Nicaragua	1,262,701
u Salvador	1,112,534

Toutes ces sommes sont en or américain.

Le cacao de l'Amérique Centrale est à juste titre très renommé; celui du Guatémala est reconnu comme le meilleur du monde; lais presque toute la récolte est consommée dans le pays; et, par nséquent, il ne constitue pas un article important d'exportation.

L'élevage du bétail est une des grandes industries du Centre-Amérique; et, de tous les cinq Etats, le Honduras est probable-ent celui qui réunit les conditions les plus avantageuses pour e genre d'occupation, bien que le Guatémala et le Honduras en ffrent d'aussi nombreuses et d'aussi favorables. Le tabac de Amérique Centrale est égal à celui du Mexique; et les cigares lu Salvador jouissent d'une grande réputation très méritée.

Le plantain, ou banane, est un des produits les plus importants

de l'Amérique Centrale. C'est une des plantes dont la cultur est la plus facile et dont le rendement exige le moins d'efforts L'exportation de ce fruit des différents points de la côte d l'Amérique Centrale sur l'Atlantique, a beaucoup augmenté e devient plus grande chaque année. Toute la récolte est embarqué pour les Etats-Unis, et il y a des vapeurs qui sont employé presque exclusivement à ce commerce.

L'Amérique Centrale est une des parties du Nouveau Monde l plus riche en minéraux, et l'or, l'argent, le fer, le cuivre, l plomb, le mercure, le charbon, etc., se trouvent presque partou L'exploitation des mines d'or constitue une grande industrie dan laquelle un grand nombre de compagnies étrangères sont engagée Le Honduras est, peut-être, le pays de ce Continent qui possèd le plus de mines, et sa richesse est donc incalculable; mai le Guatémala, le Nicaragua, et le Costa-Rica, occupent aussi u rang très important par leurs gisements d'or et d'autres miné raux. Les travaux d'exploitation de ces mines n'ont pas encor atteint leur complet développement, et tout ce que l'on sa aujourd'hui des richesses métallifères de l'Amérique Centrale paraîtra bien insignificant, quand ce qui est encore enfoui ser découvert et apporté à la surface.

Détailler un à un, les produits de ce sol privilégié, serait un tâche onéreuse; mais ce que nous avons déjà mentionné plu haut, démontre à quel point ce pays est riche; et, bien qu'il ne so habité aujourd'hui que par un peu plus de trois millions d'individu à peine et qu'il puisse amplement en contenir trente million il produit, en proportion de sa population, autant que les contrée les plus productives du globe.

Le commerce des Etats-Unis avec toute l'Amérique Central a beaucoup augmenté dans ces dernières années. D'après le données fournies par le Bureau des Statistiques du Départemen de la Trésorerie des Etats-Unis, les exportations de ce pays-ci destination de l'Amérique Centrale, pendant l'année fiscale c 1896–97, ont été comme suit:

Au Costa Rica	$1,292,7c
Au Guatémala	2,992,11
Au Honduras	669,68
Au Nicaragua	1,038,6(
Au Salvador	1,596,8(

Les importations de ces pays aux Etats-Unis, pendant la même ériode, ont été les suivantes:

Costa Rica	$3,439,374
Guatémala	1,862,589
Honduras	847,230
Nicaragua	1,262,701
Salvador	1,112,534

'Amérique Centrale offre un champ immense à l'esprit entre-ant du peuple américain. Ses ports sont en communication tante avec ceux des Etats-Unis sur l'Atlantique et sur le fique. Les principales lignes de navigation entre ce pays-ci s Etats de l'Amérique Centrale sont: la "Pacific Mail Steam- Company," dont les vapeurs quittent San Francisco, en Cali-ie, et font escale à tous les ports du Pacifique de l'Amérique trale; la ligne "Atlas," dont les vapeurs vont à Limon, Costa a, à Puerto Barrios, Guatémala, et á San Juan del Norte, aragua; la "Panama Railroad Steamship Company," qui fait rajet régulier entre New York et Colon, Colombie, et dont les eurs font correspondence avec ceux de la Malle du Pacifique va de Panama à tous les ports de l'Amérique Centrale; la lew York and Central American Steamship Company," qui le trajet entre New-York et Puerto Barrios; la "New Orleans, lize Royal Mail and Central American Steamship Company, ited," allant entre la Nouvelle-Orléans et Puerto Barrios; la Royal Mail Steamship Company," dont les vapeurs partent que semaine de la Nouvelle-Orléans pour Puerto Cortez et ur d'autres ports.

En conséquence de sa proximité des États-Unis, l'Amérique ntrale doit, naturellement, augmenter tous les jours ses rela-ns commerciales avec ce pays-ci, et puisque les articles que con-nment les cinq États, sont produits ici aussi bien, sinon mieux, 'en Europe, il n'y a aucune raison apparente pour qu'ils aillent chercher du côté le plus éloigné de l'Atlantique. Si, jusqu'à sent, le commerce de ces pays avec les Etats-Unis n'a pas pris nportance qui devrait le caractériser et qui, à une époque pro-aine, en sera la marque distinctive, cela est dû, en grande partie, e que sur certains points de l'Amérique Centrale, la valeur de ndustrie des Etats-Unis n'est pas encore bien appréciée. Les bricants de ce pays ne se sont peut-être pas suffisamment efforcés

à faire connaître leurs produits aux négociants du Centre-Amérique, et il n'est donc pas surprenant que ces derniers, habitués depuis des années à trafiquer avec l'Europe, continuent leur commerce sur une grande échelle malgré la distance considérable entre les Républiques Centre-Américaines et le Vieux Monde.

Une fois qu'un courant commercial a été établi, il est difficile de le détourner; et cela ne peut être accompli que par de grands efforts continuels qui démontrent d'une manière incontestable aux consommateurs, les avantages qu'offre un nouveau marché sur un vieux. En outre, le commerce étant une question d'intérêt et non de sentiment, la réciprocité est indispensable à son développement car chaque pays cherche toujours à se procurer ce dont il a besoin près de celui qui, à son tour, accepte ses produits en échange. Le jour où les négociants Centre-Américains seront convaincus que les articles qu'ils exportent peuvent se vendre plus avantageusement aux Etats-Unis qu'en Europe, et qu'ils peuvent acheter en ce pays-ci, au même prix et aux mêmes conditions des marchandises et des denrées aussi bonnes et même meilleures qu'en France, en Angleterre et en Allemague, par exemple, tout le commerce du Centre-Amérique se dirigera vers les Etats-Unis pour la raison que la distance qui sépare les ports de l'Amérique Centrale des grands centres industriels d'Europe, rendra impossible la concurrence de cette dernière.

De New York à Port Limón, Costa Rica, il y a 2,025 milles et de la Nouvelle-Orléans au même endroit, seulement 1,34[illegible]. De San Francisco à Puntarenas, Costa Rica, la distance est de 2,793 milles; et, comme c'est la République la plus au sud de l'Amérique Centrale, il est évident que ses ports sont un peu plus éloignés des Etats-Unis que de ceux du Guatémala, du Salvador, du Honduras et du Nicaragua. Toutefois, si l'on compare ces distances avec celles qui existent entre la côte de l'Atlantique de l'Amérique Centrale et les ports d'Angleterre, de la France et de l'Allemagne, la position avantageuse des Etats-Unis relative au commerce Centre-Américain, se verra immédiatement. La création d'une exposition permanente de produits Américains dans une ville de l'Amérique Centrale, semblable à celle qui été ouverte dans la capitale du Vénézuéla, contribuerait beaucoup à faire obtenir le résultat désiré. L'envoi de commis voyageurs capables connaissant le pays, ses goûts, son langage et qui démontreraient

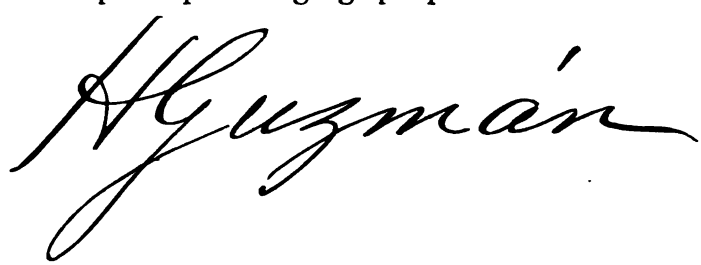
ment aux populations du Centre-Amérique, que les
nis sont à même de fournir tous les articles que l'Europe
d actuellement, serait aussi un moyen très utile.

il y a un point sur lequel on ne pourrait trop insister; c'est
ı crédit qui est la base du commerce entre les nations
Américaines et celles d'Europe. Tant que les négociants
ıérique Centrale n'obtiendront pas aux Etats-Unis les
:onditions de paiement qui leur sont accordées en Europe,
lésiré ne sera jamais atteint. Et on fera bien de s'en
constamment, car c'est le point de départ de toute la
. Il est incontestable que, malgré les obstacles qu'il a
és, le développement du commerce entre les Etats-Unis
érique Centrale devient de jour en jour plus évident;
nos marchés y étaient mieux connus; si les facilités des
étaient plus grandes; si les fabricants Américains vou-
sayer de satisfaire le goût particulier de ces populations,
r les articles auxquels elles sont habituées, et surtout, s'ils
lisposés à vendre aux prix que l'Europe leur offre et aux
:onditions, dans ce cas, il faudra peu de temps pour donner
ociants des Etats-Unis, l'occasion de contrôler le commerce
e Guatémala júsqu'au Costa-Rica, sans craindre de ren-
ıne concurrence sérieuse.

ıérique Centrale a toujours éveillé la sympathie du peuple
ts-Unis, et des hommes d'état éminents, des écrivains et
omistes de ce pays-ci, lui ont donné une attention spéciale.
ıde République n'est pas indifférente au développement
ons auxquelles elle est liée autant par des traditions
ıes que par intérêt politique et commercial. Un pays
ıuel, ainsi que nous l'avons dit plus haut, l'avenir tient
/e la réalisation, des plus brillantes promesses; cette partie
inent américain qui sert de trait d'union entre les deux
sections du Nord et du Sud, a attiré les yeux du monde
t à ce sujet, un éminent publiciste américain, E. G. Squiers,
ıs de quarante ans, écrivait ces lignes qui révèlent son esprit
t pénétrant.

relations naturelles de l'Amérique Centrale, telles qu'elles
iquées par les faits physiques qui ont déjà été mentionnés,
demment avec le Pacifique et les Etats qui existent
nent ou qui se formeront plus tard sur cette côte. C'est à

la Californie, à la plus grande partie du Mexique ainsi qu'à quelques Etats de l'Amérique du Sud, qu'il incombera, tôt ou tard, de maintenir une position correspondant à celle que les Indes Occidentales occupaient envers les Etats-Unis et l'Europe, avec l'avantage important d'être une route établie pour les voyages par mer et, ultérieurement, peut-être, pour le commerce de l'hémisphère oriental et de l'hémisphère occidental. Sa destinée est clairement écrite sur les contours de sa côte, imprimée sur sa surface et pas moins démontrée par sa position géographique."



BRÉSIL.

EXTENSION ET CONSTRUCTION DE CHEMINS DE FER.*

Le Département d'Etat a reçu de Mr. FRANK D. HILL, consul des Etats-Unis à Santos, un rapport général sur les chemins de fer du Brésil, leur extension matérielle, etc. Les faits suivants, extraits de ce rapport, sont publiés coumme étant d'un intérêt général.

Les chemins de fer ouverts au trafic et en construction le 31 décembre 1896, étaient :

Chemins de fer.	Ouverts au trafic.		En train de construction.	
	Kilomètres.	*Milles.*	*Kilomètres.*	*Milles.*
Lignes du Gouvernement Fédéral	3, 190	1, 982	.....	.....
Lignes subventionnées (sujettes au contrôle du Gouvernement)	3, 912	2, 430	5, 953	3, 699
Lignes non subventionnées	1, 593	990	619	384
Lignes exploitées par l'Etat	5, 246	3, 260	1, 416	880
Total	13, 941	8, 662	7, 988	4, 963

* Dans ce rapport le milreis en papier est évalué à 14 cents en monnaie des Etats-Unis. Le kilomètre équivaut à 0.6214 mille.

De la première classe ou chemins de fer appartenant au Gouvernement Fédéral, l'extension totale de 3,190 kilomètres (1,982 milles) représente un capital réel de 324,733,121 milreis ($45,462,637), divisés comme suit:

Lignes.	Extension ouverte au trafic.		Capital.	
	Kilomètres.	*Milles.*	*Milreis.*	
Central du Brésil	1,217	758	178,978,486	$25,056,988
Sobral	215	134	9,323,328	1,306,526
Baturité	267	166	14,387,941	2,014,876
São Francisco	451	280	20,410,045	2,857,406
Central de Pernambuco	179	112	32,520,352	4,692,285
Paulo Affonso	116	69	6,821,449	955,003
Porto Alegre à Uruguay	458	285	27,432,449	3,840,543
Rio de Oro	87	54	2,465,020	345,103
Non mentionées par le consul	200	124	31,385,051	4,393,907
Total	3,190	1,982	324,733,121	45,462,637

Les chemins de fer subventionnés par le Gouvernement Fédéral sont:

Baron de Araruama, Caxias, à Cajazeiras, Conde d'Eu, Minas e Rio, Mogyana, Norte do Brazil, Norte, Ouro Preto à Peçanha, Peçanha, Araxá, Petrolina ao Piauhy, Cruzeiro à Santa Cruz, Rio Grande à Bagé, Cachoeiro de Ytapemirim, Santos à Jundiahy, Sorocabana e Ytuana, Taubaté ao Amparo, Tijuca, Victoria à Peçanha.

Estrada de Alcobaça a Praia Rainha.—Extension totale 184 kilomètres (113 milles); jouit d'une garantie de 6 pour cent sur un maximum de 30 contos ($4,200) par kilomètre.

Estradas de Ferro Caxias ao Araguaya.—Extension, 183 kilomètres (114 milles); extension en projet, 567 kilomètres (352 milles); total, 750 kilomètres (466 milles). Même garantie que la ligne précédente.

Estrada de Ferro Caxias a São José de Cajazeiros.—Ouverts au trafic, 78 kilomètres (48 milles); même garantie que les deux lignes précédentes.

Estrada de Ferro Petrolina ao Piauhy.—Extension, 102 kilomètres (63 milles); extension en projet, 898 kilomètres (558 milles). Même garantie que les lignes précédentes.

Estrada de Ferro Natal a Nova Cruz.—Ouverts au trafic, 121 kilomètres (75 milles); garantie de 7 pour cent sur un capital de 5,496,053 milreis ($769,447).

Estradas de Ferro Conde d'Eu.—Ouverts au trafic, 141 kilomètres (88 milles); jouit d'une garantie de 7 pour cent sur un capital de 6,000,000 milreis or ($3,270,000) et de 6 pour cent sur £69,273 ($337,083).

Estradas de Ferro Nazareth ao Crato.—Extension avec études approuvées, 120 kilomètres (74 milles); extension étudiée (embranchement du Bon Jardin), 69 kilomètres (42 milles); pour être étudiés (approximativement), 461 kilomètres (287 milles); total, 650 kilomètres (404 milles); garantie de 6 pour cent sur un capital de 30 contos ($4,200) par kilomètre.

Estrada de Ferro Recife ao Limoeiro.—Ouverts au trafic, 83 kilomètres (52 milles); de Carpina à Nazareth, 13 kilometres (9.4 milles); de Nazareth à Timbatuba, 45 kilomètres (28 milles); total, 141 kilomètres (89.4 milles).

Estradas de Ferro Recife ao São Francisco.—Ouverts au trafic, 125 kilomètres (78 milles); jouit d'une garantie de 7 pour cent sur un capital de 7,111,111 milreis ($995,555) et de 5 pour cent sur un capital de 4,316,978 milreis ($604,377).

Estradas de Ferro Ribeirão ao Bonito.—Ouverts au trafic, 26 kilomètres (16 milles); extension en construction avec études approuvées, 35 kilomètres (22 milles); total 61 kilomètres (38 milles); jouit d'une garantie de 6 pour cent sur un capital de 30 contos ($4,200 par kilomètre).

Estrada de Ferro Tamandaré á Barra.—Extension, avec études approuvées, 136 kilomètres (85 milles), de Tamandaré á Barra de Jaugada; de Barra Velha à Palmares, 33 kilomètres (20½ milles); pour être étudiés, 112 kilomètres (70 milles).

Estrada de Ferro central de Alagoas.—Ouverts au trafic, 88 kilomètres (55 milles); lignes principales et embranchements d'Assembleia, 62 kilomètres (39 milles); jouit d'une garantie de 7 pour cent sur un capital de 4,553,000 milreis or ($2,385,938) et de 6 pour cent sur 1,860,000 milreis ($260,400).

Estrada de ferro central Alagoana.—Ouverts au trafic avec études approuvées 194 kilomètres (121 milles); pour être étudiés 401 kilomètres (249 milles); total 595 kilomètres (310 milles); jouit d'une garantie de 6 pour cent sur un capital de 30 contos ($4,200) par kilomètre.

Estrada de ferro Aracajú à Simão Diaz.—Extension en construction 86 kilomètres (53 milles); étudiés ou en train de l'être 108 kilomètres (67.1 milles); total 194 kilomètres (120 milles); jouit d'une garantie de 6 pour cent sur un capital de 30 contos ($4,200) par kilomètre.

Estrada de ferro Bahia à Alagoenhas.—Ouverts au trafic 123 kilomètres (76 milles); jouit d'une garantie de 30 contos ($4,200) par kilomètre. Embranchements de Timbó ouverts au trafic 83 kilomètres (52 milles); jouit d'une garantie de 6 pour cent sur un capital de 2,650,000 milreis or ($1,446,900).

Estrada de Ferro Central da Bahia.—Ouverts au trafic, 312 kilomètres (194 milles); étudiés, 300 kilomètres (186 milles); total, 613 kilomètres (380 milles). Jouit d'une garantie de 7 pour cent sur un capital de 13 contos or ($7,098) par kilomètre sur la ligne ouverte au trafic, et de 6 pour cent papier sur la ligne étudiée jusqu'à 30 contos ($4,200) par kilomètre.

Fram-road Nazareth.—Ouverts au trafic, concession de l'Etat, 34 kilomètres (21 milles); concession Fédérale, 65 kilomètres (40 milles); total, 99 kilomètres (61 milles).

Estrada de Ferro Victoria a Peçanha.—Extension en construction, 84 kilomètres (52 milles); en études approuvées, 423 kilomètres (263 milles); total, 507 kilomètres (315 milles). Jouit d'une garantie de 6 pour cent sur un capital de 30 contos ($4,200) par kilomètre.

Estrada de Ferro São Eduardo ao Cachoeiro do Ytapimiri.—Ouverts au trafic, 39 kilomètres (24 milles); en construction, 51 kilomètres (32 milles); total, 90 kilomètres (56 milles).

Estrada de Ferro do Carangola.—Ouverts au trafic, 224 kilomètres (139 milles); jouit d'une garantie de 7 pour cent sur un capital de 6,000 contos dont 3,700 or ($2,342,000).

Estrada de Ferro Barão de Araruana.—Extension, 46 kilomètres (29 milles); en construction, 6 kilomètres (3.7 milles); total, 52 kilomètres (32 milles); jouit d'une garantie sur un capital de 30 contos ($4,200) par kilomètre.

Estrada de Ferro Central de Macahé.—Ouverts au trafic, 43 kilomètres (27 milles); en construction, 15 kilomètres (9 milles); total, 57 kilomètres (36 milles); jouit d'une garantie de 6 pour cent sur un capital de 30 contos ($4,200) par kilomètre.

Estrada de Ferro do Norte.—Ouverts au trafic, 45 kilomètres (28 milles); pour être étudiés 75 kilomètres (47 milles); total, 120 kilomètres (75 milles); ne jouit pas de garantie.

Estrada de Ferro São Francisco ao Commercio.—Ouverts au trafic, 16 kilomètres (10 milles); embranchements de Sapopemba, 3 kilomètres (1.9 milles); en construction, 49 kilomètres (30 milles); total, 68 kilomètres (41.9 milles); aucune garantie.

Estrada de Ferro Leopoldina.—Ouverts au trafic, 381 kilomètres (248 milles); aucune garantie.

Estrada de Ferro Peçanha a Araxá.—Extension avec études approuvées, 887 kilomètres (551 milles); garantie 6 pour cent sur 30 contos ($4,200) par kilomètre.

Estrada de Ferro Barra Mansa a Catalão.—Extension, 122 kilomètres (76 milles); en construction, 528 kilomètres (328 milles); en études, 791 kilomètres (492 milles); garantie de 6 pour cent sur 30 contos ($4,200) par kilomètre.

Estrada de Ferro Minas e Rio.—Ouverts au trafic, 170 kilomètres (106 milles); garantie de 7 pour cent sur un capital de 15,495,253 milreis ($2,169,335).

Estrada de Ferro Muzambinho.—Ouverts au trafic, 57 kilomètres (31½ milles); aucune garantie.

Estrada de Ferro Santos a Jundiahy.—Ouverts au trafic, 139 kilomètres (86 milles); a renoncé à sa garantie en 1889.

Le tableau détaillé de ses recettes et dépenses pendant les 6 premiers mois de 1896 est le suivant:

Recettes.

De—	Montant.	
	Milreis.	
Passagers	1,220,452	$170,863
Bagage et express	283,165	39,642
Animaux en trains de passagers	19,243	2,694
Animaux en trains de marchandise	6,284	879
Marchandise	5,920,016	828,802
Télégraphe	37,284	5,317
Emmagasinage et amendes	27,802	3,893
Divers	140,968	19,736
Différence de change	174,569	24,440
Total	7,830,477	1,096,267

Dépenses.

Pour—	Montant.	
	Milreis.	
Surintendance	48, 322	$
Taux	31, 031	
Bureau principal de comptes	32, 852	
Trafic	1, 402, 760	19
Traction	1, 490, 072	20
Matériel roulant	401, 101	5
Télégraphe	87, 748	1
Réparations sur la ligne	695, 249	9
Bureau central de comptes	21, 162	
Divers	115, 996	1
Total	4, 326, 313	60

Pendant les derniers 6 mois de la même année les recettes et dépenses fu

Recettes.

De—	Montant.	
	Milreis.	
Passagers	1, 363, 292	$19
Bagage et express	320, 519	4
Animaux en trains de passagers	17, 991	
Animaux en trains de marchandise	4, 978	
Marchandise	10, 402, 344	1, 45
Télégraphe	39, 913	
Emmagasinage et amendes	34, 072	
Divers	79, 426	1
Total	12, 262, 535	1, 71

Dépenses.

Pour—	Montant.	
	Milreis.	
Surintendance	50, 188	$
Dépenses de bureau	40, 235	
Taux	33, 815	
Trafic	1, 735, 928	24
Traction	1, 702, 067	23
Matériel roulant	424, 105	5
Télégraphe	93, 903	1
Réparations sur la ligne	1, 129, 493	15
Bureau central de comptes	22, 173	
Divers	69, 566	
Différence de change	345, 927	
Total	5, 647, 700	7

Estrada de Ferro Mogyana.—Celui-ci est l'autre grand chemin de fe le transport de café de l'Etat de São Paulo. Ouverts au trafic 194 kilo

:s); embranchement de Caldas 77 kilomètres (48 milles); garantie de nt sur un capital de 4,300,000 milreis or ($2,347,800) et 1,853,885 pier ($259,540). Les recettes et dépenses détaillées pour l'année 1896 nme suit:

Recettes.

De—	Montant.	
	Milreis.	
.....	616, 274	$86, 279
t express	114, 967	16, 095
:n trains de passagers	19, 435	2, 721
.....	19, 401	2, 716
se	1, 286, 573	180, 121
:n trains de marchandise	7, 960	1, 114
nage	6, 258	876
.....	14, 258	1, 196
.....	13, 229	1, 852
il	2, 098, 355	293, 770

Dépenses.

Pour—	Montant.	
	Milreis.	
ntral	43, 746	$6, 124
.....	226, 262	31, 677
.....	810, 628	113, 487
.....	44, 225	6, 192
anente	586, 294	82, 081
.....	12, 161	1, 703
il	1, 723, 316	241, 264

a de Ferro Sorocabana.—Ouverts au trafic, ligne principale, 113 kilo-) milles); embranchement d'Itararé, 43 kilomètres (27 milles); garantie r cent sur un capital de 30 contos ($4,200) par kilomètre (0.6214 r la ligne de Botucatú à Tibagy et l'embranchement d'Itararé; la pro- à Santos ne jouit de garantie.

a de Ferro Uheraha ao Coxim.—Extension, avec études approuvées, ètres (64 milles); pour être étudiés, 897 kilomètres (556 milles); total, mètres (620 milles); garantie de 6 pour cent sur 30 contos ($4,200) ètre.

a de Catalão a Palmas.—Extension, approximativement, 800 kilo- 97 milles); études approuvées, 100 kilomètres (62 milles); pour être 00 kilomètres (445 milles); garantie de 6 pour cent sur 30 contos par kilomètre (0.6214 mille).

a de Ferro do Paraná.—Ouverts au trafic (Paranaguá à Curitiba), 111 (62 milles); prolongation et embranchements, 306 kilomètres (189 otal, 417 kilomètres (258 milles).

Estrada de Ferro Santa Maria a Cruz Alta.—Ouverts au trafic, 161 kilomètres (100 milles).

Estrada de Ferro Santa Maria ao Uruguay.—Partie en construction, Cruz Alta à Uruguay, 381 kilomètres (237 milles); embranchement d'Ijuhy, 293 kilomètres (182 milles); garantie de 6 pour cent sur 30 contos ($4,200) par kilomètres (0.6214 milles).

Estrada de Ferro Quarahim a Itaqui.—Ouverts au trafic, 176 kilomètres (110 milles); garantie de 6 pour cent sur un capital de 6,000,000 milreis ($840,000).

Estrada de Ferro Rio Gande a Bagé.—Ouverts au trafic, 283 kilomètres (176 milles); garantie de 7 pour cent sur un capital de 13,521,453 milreis ($1,893,003).

Estrada de Ferro São Paulo—Rio Grande.—Extension avec études approuvées, 1,092 kilomètres (678½ milles); pour être étudiés, 775 kilomètres (482 milles); total, 1,867 kilomètres (1,160½ milles); garantie de 6 pour cent sur 30 contos ($4,200) par kilomètre (0.6214 milles).

Estrada de Ferro Minas de São Jeronymo.—En construction, 40 kilomètres (25 milles); études approuvées, 149 kilomètres (92½ milles); étudiées, 375 kilomètres (233 milles); total, 564 kilomètres (350½ miles).

Estrada de Ferro Pelotas a Colonia São Laurenço.—Extension avec études approuvées, 154 kilomètres (96 milles); garantie de 6 pour cent sur 30 contos ($4,200) par kilomètre.

COSTA RICA.

RÉFORME DU SYSTÈME MONÉTAIRE.

(Extrait de plusieurs documents officiels.)

Dans le mémoire présenté au Congrès Constitutionnel de Costa Rica par Mr. RICARDO MONTE ALEGRE, Secrétaire des Finances et du Commerce, le 17 juin 1895, on donne, dans un exposé étendu de la situation financière du pays, les causes qui ont amené les difficultés du Trésor Public en 1882, citant entre autres les embarras et pertes provenant des emprunts de 1871–1872 et la privation pendant dix années consécutives pour la République d'une grande partie du revenu public qui était attribué à la construction du chemin de fer de l'Atlantique. Le document explique comment, dans ses circonstances, le Gouvernement, désirant garantir le rachat des notes nationales alors en circulation, qui causait la disparition de l'or qui avait toujours été à Costa Rica le moyen de circulation ordinaire, a célébré, le 21 octobre 1884, un contrat avec le Banco de la Union, par lequel on établit la seule circulation fiduciaire ou l'émission exclusive des notes de

ique. Le document montre encore que l'effet de cet arrange-nt, par lequel on augmentait le crédit sans le garantir, a été de voquer finalement la sortie de l'or.

D'accord avec le contrat, l'émission des notes de banque en)1 atteint $3,257,400, et naturellement à mesure que cette ission augmentait, le taux du change international augmentait eillement, et comme ça avait été le cas avec l'or (dont la valeur circulation en 1880 avait atteint $2,500,000 et avait entière-nt disparu), l'argent commença aussi à émigrer.

Ensuite vint la grande diminution du prix de l'argent sur les rchés étrangers, et, en même temps, le taux normal du change :lipsa. A Costa Rica où pendant les années avant 1882 le x n'était jamais monté au-dessus de 19 pour cent, limite de la 'érence entre la valeur de l'or national et l'or étranger, et était quemment descendu au minimum de 5 pour cent, il commença nonter d'une façon alarmante. En 1891 le taux monta dans la irte période de 2 mois et demi de 64 à 115 por cent; pendant 15 jours suivants il descendit à 84 seulement pour remonter is une période égale à 100, et oscillait 3 mois plus tard entre et 116.

En janvier 1892, il était à 96 pour cent, en juillet de la même iée à 110, et trente jours plus tard à 156. En vue de ces oscilla-ns violentes, qui ont été la cause de pertes pour le commerce et nstabilité dans toutes les affaires du pays, le Gouvernement, pro-idément intéressé à tout ce que d'une façon ou d'une autre peut ipêcher ou embarrasser le plus grand développement dans la pro-ction du pays, après avoir étudié soigneusement les causes qui uvent l'influencer, a plus particulièrement dirigé son attention rs la nature du moyen de circulation, qu'a la monnaie représen-nt le capital formé avec la propriété et le travail des éléments oducteurs et permanents de la richesse.

Dès 1894, premiére année de l'administration actuelle, Mr. AFAEL YGLESIAS, Président de la République, a fait dans son essage inaugural un exposé catégorique de ses idées sur ce sujet, 'clarant son intention de procéder à l'établissement d'une circu-ion métallique ayant des conditions supérieures à celles qui istent maintenant, dans ce but cette réforme étant une partie in plan général tendant à l'amélioration de l'économie nationale

et de l'administration publique est allé graduellement mûrissa depuis cette époque.

Ayant cet objet en vue, on a entrepris la réduction de la det intérieure en même temps que d'autres arrangements de très grand importance par rapport à la dette extérieure * heureusement co clue, la vente de terres publiques et l'abolition de plusieurs mon poles, entre autres du rhum et du tabac. Il est à remarquer qu cette opération a été exécutée avec la dépense de $2,000,oc environ, somme prise par le Gouvernement sur ses revenus sa perte pour le bon service administratif, est maintenant l'état flori sant de l'instruction publique sans limiter la construction de rout et autres travaux importants et sans faire aucun usage du créd public ou avoir recours à l'établissement de nouveaux impôts c à l'augmentation des impôts existants.

Pour donner une idée de la condition actuelle des financ nationales, il ne serait pas déplacé de rappeler ici que malgré qu les dépenses publiques à Costa Rica soient inférieures à celles d pays voisins, les recettes ordinaires du Trésor National penda l'année fiscale 1896–97 montèrent à $7,435,610.78 en arger dépassant de $851,102.02 celle de l'année antérieure et dépassa de $538,226.14 les valuations faites. Les dépenses totales mo tèrent à $697,326.51, laissant un excédant de $738,284.27, qu joint à celui de l'année antérieure et à d'autres excédants exista élèvent à $1,270,000, la valeur au crédit du Département d Finances le 31 mars de l'année dernière. La dette publiqu antérieure à cette date était réduite à $1,116,784.18; les not nationales étaient retirées et la dette existant pendant de nou breuses années en faveur du Banco de Costa Rica, auparava Banco de la Unión, était enfin éteinte.

D'un autre côté le mouvement commercial de la République e satisfaisant d'accord avec le rapport du Bureau National des St tistiques. La valeur en or des exportations pendant les années 1883 à 1893 calculée au taux respectif du change a été $62,751,676 et celle des importations de $56,585,769, laissant excédant de $6,565,907 en or American en faveur de ce laborie pays. Les statistiques pour les années postérieures sont les s vantes.

* Publié en le MONTHLY BULLETIN de Mai 1897.

Année.	Importations en or American.	Exportations en or American.
1	$4, 113, 223. 66	$5, 033, 113. 14
5	3, 851, 460. 34	5, 188, 401. 78
9	4, 748, 812. 62	5, 597, 727. 01
Total	12, 713, 496. 62	15, 819, 241. 93

Cela montre que les exportations pendant les 3 dernières années t excédé les importations de $3,105,745.31, chiffre qui montre n seulement que la balance du commerce est décidément en veur de Costa Rica, mais que le développement de la produc- on du pays est stable et progressif et en même tempts qu'il iste une prudence avisée dans les affaires commerciales. Le fé est le principal article d'exportation sans toutefois décourager autre produits, et c'est un fait bien connu que le café de Costa ica est recherché parmi les meilleurs du monde, comme on peut voir par les revues commerciales des principaux marchés de ette denrée. Par exemple, l'importante maison de Chalmers, Guthrie & Co., de Londres, qui a des bureaux à Guatémala et à Bogotá, a côté pendant les 4 derniers mois le café *fair and fine* au prix suivant:

Pays d'origine.	Nov. 30 1897.	Déc. 14 1897.	Jan. 11 1898.	Fev. 8 1897.
	s. *s.* *d.*	*s.* *s.* *d.*	*s.* *d.* *s.* *d.*	*s.* *s.* *d.*
Costa Rica....	83 à 108 0	82 à 105 0	84 0 à 106 0	88 à 114 6
Guatémala	79 à 100 0	79 à 100 0	79 0 à 100 0	81 à 102 0
Columbia et Venezuela ..	70 à 102 6	70 à 102 6	73 6 à 102 6	73 à 102 6

Le prix des qualités inférieures du café de Costa Rica n'est pas descendu au-dessous de 50 s. à 76 s. 6 d. par 100 livres cependant le coût de production pendant l'année dernière a été d'environ 40 s. argent. Le café jouit aussi de facilités spéciales de communications terrestres et maritimes et les frêts sont bon marchés.

La culture du café a augmenté en proportion du développement naturel du pays et il y a un grand nombre de plantations nouvelles qui, dans peu de temps, seront en train de produire.

L'exportation de bananes et autres fruits augmente considérablement et celle de bois de charpente a été bien plus grande l'année dernière. De plus l'industrie minière se développe beau-

coup maintenant. Dans le rapport suivant presenté au Congr le 15 juin 1896, le même fonctionnaire expose plus en détail plan adopté par le Gouvernement pour la revision du systèm monétaire et défend les principes sur lesquels il est basé, s'atta dant aux considérations suivantes: Le caractère du moyen de ci culation a une influence décisive sur le mouvement financier e général. La monnaie, comme moyen représentatif de la valeu s'impose dans toutes les transactions et constitue en même temps l garantie la plus stable du capital et du travail. Cette fonction s importante exige qu'elle ait une valeur fixe qui la protège contr une dépréciation possible et lui permette d'assumer un rôle perma nent dans les opérations internationales nécessaires pour le bien être et l'avancement du pays.

Ce n'est donc pas possible d'obtenir la stabilité du capital indi viduel ou la solidité de la richesse publique quand cet agent s important qui les gouverne perd quelques-uns des caractéristique qui lui sont attribués par la raison bien comprise de sa création Si la monnaie doit avoir une valeur fixe, il est nécessaire qu'ell émane de son propre caractère de façon à ce qu'elle puisse déve lopper son pouvoir d'acquisition, car toute dépréciation a un action sur tout ce qui lui est subordonné, et si cette dépréciatio est exposée à des oscillations constantes la condition normale d affaires disparaît et toutes ses branches sont profondément affecté par les perturbations violentes qui se succèdent; c'est un inco vénient dont souffre maintenant la monnaie d'argent, quand monnaie d'or au contraire se maintient comme la base du systèn monétaire des plus importantes nations commerciales. Les natio mêmes qui ne le possèdent pas s'efforcent de l'adopter parce qu est à present le seul moyen de change ayant une valeur fixe.

Il arriva qu'en même temps que le plan de réformes ci-dess mentionné était établi on avait décidé d'emporter immédiateme de grandes sommes de monnaie d'argent étrangère et pour cet raison le Congrès par décret du 3 juillet de la même ann défendît la frappe de monnaie d'argent nationale et déclara tou les monnaies étrangères du même métal monnaie non-légale d le pays, établissant en même temps la façon dont les monna d'argent alors en circulation seraient rachetées.

Le Gouvernement ayant alors décidé d'entreprendre une réfor un nouveau contrat fut signé avec le Banco de Costa Rica, d

principal objet était de substituer graduellement la note de
que par une autre note ayant un caratère exclusivement
ional émise au pair et garantie par une quantité égale de
nnaie d'or ou mieux par des certificats d'or. La banque aban-
ına pour cette raison le privilège de l'émission exclusive.

La loi monétaire publiée dans le Bulletin mensuel du Bureau
novembre 1896 et dans une édition speciale du même Bureau,
rétée d'accord avec ce plan, établit le colon d'or comme unité
nétaire et fixe la relation de valeur entre cette monnaie et le
sent dollar national d'argent évalué relativement à l'état du
ésor Public, basé sur la quantité du moyen de circulation, du
ıx moyen du change international pendant plusieurs années et à
dernière moyenne de la valeur de l'argent par rapport à l'or
ndant la même période. De cette façon (la parité de valeur
tre la note de banque et le certificat d'or étant aussi établie par
même fait) toute perturbation possible dans les obligations et
érêts existant de tout genre et dans la valeur présente de tous
articles, a été évitée.

L'émission des certificats, d'un autre côté, est obligatoire parce
l'il ne serait pas possible de maintenir la monnaie d'or en circu-
ion pendant que la quantité de notes émises par la banque lui
supérieure, et comme pour retirer les dernières il est indispen-
ble de suppléer à leur absence de la circulation; de façon à
iter les difficultés qui se suivraient à la diminution dans les
oyens de circulation, les certificats d'or auraient en même temps
vantage de pourvoir effectivement à ce besoin.

La banque ayant été autorisée à émettre des notes jusqu'à la
leur de $5,000,000 et ayant à présent en circulation, en chiffres
nds, 4,000,000, la première émission doit, d'accord avec le con-
t, être reduite en proportion avec la quantité de monnaie d'or
tional frappée, et de la seconde émission on retirera de la circu-
ion 90 pour cent des sommes de la même monnaie que le
ouvernement pourra déposer à la banque; et le Gouvernement
ettra des certificats d'or payables au porteur jusqu'à une valeur
ale à celle des billets de banque retiré. Ces certificats seront
gnés en même temps par le Secrétaire des Finances et le Direc-
ur da la banque, et seront rachetés sur demande en or national le
décembre 1900, ou auparavant, quand le Gouvernement le
gera convenable. La valeur de la monnaie d'or déposée ne doit

pas être inférieure à 2,500,000 colones et jusqu'alors la banque échangera l'argent pour les certificats comme s'ils étaient ses propres notes.

La période fixée pour accomplir ce plan finit en 1902, mais le Gouvernement se réserve le droit de faire la frappe dans un délai plus court afin de réunir la quantité nécessaire de monnaie d'or dans le plus court espace de temps, et dans ce but il a déjà déposé à la banque 1,000,000 de colones en or, la valeur des deux premières frappes, et a amélioré la monnaie nationale pour pouvoir continuer sans retard cette opération.

Voici en résumé les principaux traits de cette importante réforme.

BANQUES.

Une des conditions sous lesquelles le Banco de Costa Rica a abandonné le privilège d'émission exclussive est la suivante:

Que la loi générale qui doit être décrétée établissant l'émission libre devra, entre les conditions principales qui l'autorisent, établir les dispositions suivantes :

Aucune banque ayant un capital de moins d'un million de colones sera autorisé à faire des émissions.

Les banques désirant devenir des banques d'émission devront avoir leur capital en monnaie d'or nationale.

Les notes seront échangées pour de l'or national.

L'émission des notes ne dépassera pas 65 pour cent du capital réalisé; comme fond de garantie pour l'émission une réserve en or national d'au moins 40 pour cent de la valeur des notes émises est obligatoire.

Un contrôleur officiel aura soin qu'avant l'émission toutes les dispositions de la loi aient été accomplies et que la banque agisse toujours dans les limites de son autorité.

L'état de chaque banque d'émission doit être publié tous les mois.

MEXICO.

INSTRUCTIONS POUR L'EXPÉDITION DE MARCHANDISES.

Les instructions générales suivantes, en rapport à la manière dont on doit marquer et emballer les marchandises destinées pour le Mexique ont été prises des règlements des douanes de ladite

publique. L'observation de ces règles évitera bien d'inconvénients et de retard dans l'expédition au port d'entrée.

. Les caisses de marchandises ne doivent porter qu'une marque et numéro, d'en faciliter l'identification, les noms et adresses des fabricants, marqués formément sur les caisses d'origine sont tolérés. Les infractions à cette règle t punies d'une amende d'une piastre, par caisse portant des marques et néros autres que ceux décrits dans les factures consulaires.

I. Les poids net et brut, et la valeur de chaque colis doivent être spécifiés, me lorsqu'il s'agit d'un chargement entier de marchandises de même nature. cas où un colis contiendrait divers articles, il faut spécifier le poids net, le ds légal et la valeur de chacun et porter en regard l'article du tarif des ıanes.

II. Il est important de noter la différence entre le poids net et le poids légal, comprend les gaînes, écrins, cartons ou boîtes légères servant d'enveloppe rticulière à chaque objet. Le tarif des douanes indique clairement si les ›its sont perçus sur le poids net, légal ou brut.

Le système métrique est en vigueur depuis le 1er septembre 1896.

IV. Lorsque plusieurs boîtes, balles ou caisses sont réunies, de façon à ne rmer qu'un seul colis, il est indispensable de spécifier : *a*) le nombre des colis ısi réunis ; *b*) le poids de chacun séparément ; *c*) la marque et numéro et le ›ids brut du colis entier.

Cette règle ne s'applique pas aux marchandises expédiées en vrac, telles que uves, barres ou plaques de fer ou tôle, qui sont réunies d'une façon spéciale.

V. Dans les expéditions d'huiles ou autres produits similaires, emballés en néral dans de grandes caisses, il faut spécifier le nombre d'estagnons ou damesnnes, contenus dans chaque caisse.

VI. En ce qui concerne les envois de tissus, il est nécessaire de spécifier: la ıgueur et la largeur exactes de chaque pièce, la nature précise de l'étoffe, laine, ton, fil, soie, etc.; le poids net et brut de chaque colis et celui de chaque article 'il contient. La mesure des serviettes, nappes, mouchoirs, essuie-mains, etc., it être exprimée en pouces carrés.

S'il s'agit de " rebozos " ou de leurs imitations, le nombre de fils par ½ centitre carré, doit être spécifié, ainsi que la nature précise du tissu.

VII. Dans les expéditions de produits chimiques ou pharmaceutiques, avoir in de n'employer aucun flacon ou vaisseau quelconque portant une étiquette tre que celle indiquant la véritable nature du contenu.

VIII. La classification sous la rubrique " Máquinas," a donné lieu à de nomeuses erreurs ; il importe donc de faire connaître que tous les accessoires de achines, pouvant servir, à d'autres usages, même lorsqu'ils sont importés en ême temps que les appareils dont ils forment partie intégrante, sont soumis aux ticles du tarif les spécifiant ; ainsi, les boulons, barres de fer ou d'acier, plates, ndes, octogones ; les huiles lubrifiantes, les cuirs, tannés ou non (pour courıies de transmission par exemple) ne sont admis qu'en très petites quantités, à néficier du droit réduit sur les machines, même s'il font partie de l'envoi de elles-ci.

IX. Le plus grand soin doit être apporté à indiquer le nombre exact de colis

expédiés. La moindre erreur en plus du nombre porté sur le manifeste, entraine de lourdes amendes, qui ne sont jamais remises.

X. En expédiant de la faïence, de la porcelaine, verrerie ou cristallerie avoir soin de spécifier si les marchandises sont unies, ou montées en métal doré ou argenté; dans ce dernier cas les droits sont beaucoup plus élevés.

VENEZUELA.

TARIF DOUANIER DE 1897–1898.

Troisième Édition, Fascisule 30.

[Suite du numero de Fevrier.]

§ 4.—Classe IV.

Droits.—75 centimes du bolivar.

Huile d'amande ou de lin.

Huile de poisson et de graine de coton.

Huile de palme et huile siccative ou liquide pour peintres.

Olives, câpres de toute sorte.

Burettes à huile, carafons à eau et à vin, et ménagères autres que celles ayant une partie quelconque en or ou en argent, qui, dans ce cas, suivent le régime de la classe VIII, et celles en argent allemand ou dorées, ou argentées, qui sont comprises dans la classe VI.

Acier, fer, cuivre, laiton, étain, fer-blanc, métal pour cloches, bronze, plomb, spéautre, zinc et nickel, en articles de toute sorte non dénommés dans d'autres classes, qu'ils soient ou non polis, vernis, étamés, ou bronzés; fours pour la fabrication du sucre.

Fil métallique, ouvré en articles tels que montures de perruque, cages d'oiseaux, porte-manteaux pour vêtements ou chapeaux ou autres objets de ce genre, ainsi que les armatures d'ombrelles et de parapluies.

Amandes, noisettes, noix, arachides, châtaignes et tous autres fruits secs avec coquilles, non dénommés.

Alambics et tous appareils semblables.

Amer Siegert.

Sésame, alpiste et millet.

Anis en graines, carvi, cannelle de Ceylan et cannelle de Chine (*canelón*), ail, cumin, clous de girofle. origan, poivres et autres épices qui servent à assaisonner et à relever les aliments.

Lustres, globes, candélabres, chandeliers, fanaux, réverbères, suspensions, lampes, lanternes, bougeoirs, chandeliers de jardin (*guardabrisas*) et quinquets, à l'exception des articles ayant une partie quelconque en or ou en argent qui appartiennent à la classe VIII, et de ceux en argent allemand, ou dorés ou argentés, qui sont taxés d'après la classe VI. Les pièces accessoires importées

: les articles précités acquittent les droits de la classe à laquelle ces articles espondent.
rbres de Noël.
ıis à l'état brut.
ıcre blanc ou raffiné.
alances, romaines et dynamomètres, en cuivre ou dans lesquels le cuivre .omine, y compris les poids, même en fer, s'ils sont importés avec lesdites nces.
eaux et baquets en bois.
andes de billard et bandes ou courroies de grosse toile cirée pour volants de eurs à vapeur.
eux de bagatelle avec tous leurs accessoires.
lastissages ou feutres pour chapeaux, non foulés, poils pour chapeaux, étuis papier, cuirs intérieurs, doublures, peluche, visières pour casquettes et képis ıutres articles exclusivement destinés à la fabrication des chapeaux, tels que oile cirée préparée avec de la gomme-laque dissoute dans l'alcool, employée ıs la fabrication des chapeaux de poil noir, et solution de ladite gomme dans :ool.
:irage pour la chaussure et huile bitumineuse employée à noircir et à assouplir ıarnais.
illards avec tous leurs accessoires, y compris les billes et le tapis de leurs :s, pourvu que ces accessoires soient importés avec les billards.
ɔl d'Arménie et lies (*borra*) non dénommés.
aisses en bois, même importées non montées, ou en planchettes pour leur cation.
aniers grands et petits, corbeilles, voitures d'enfants et autres articles en jonc n osier, y compris les petites voitures d'enfants, quelle que soit la matière les compose, le canevas de coton recouvert de papier, pour la fabrication des oppes, et le tissu recouvert d'une couche de sulfate de cuivre.
arton manufacturé ou préparé, pour boîtes grandes et petites ou pour tout e usage excepté les jouets d'enfants, les masques et les cartes à jouer. Sont ement rangés dans cette classe les cartes de visite en blanc de toutes dimen-s.
)rge mondé ou moulu.
:évadille.
:apsules pour boucher les bouteilles.
}rosses grossières de pansage et brosses en corne ou en baleine pour laver les quets.
:ire végétale, noire ou jaune, non ouvrée.
Soies de porc ou crins.
Chevaux de bois ou carrousels.
Colle ordinaire et collodion pour la photographie.
Toile écrue et toile dite *coleta*, écrue, du n° 2; toiles communes telles que lles compries sous le n° 115 de la classe III, mais qui ont été plus ou moins anchies, y compris la cotonnade (*cotonia*).
Couteaux à pointe, ordinaires, avec ou sans gaîne; couteaux avec manche en

bois ou autre matière commune, pour pêcheurs, cordonniers, selliers, jardiniers, abricants de tabac; couteaux grands ordinaires pour la campagne et en général ceux qui sont employés dans les arts ou les métiers.

Vernis de tout genre.

Caoutchouc manufacturé en tuyaux ou conduits et en plaques ou bandes pour courroies de machines.

Toile cirée pour parquets, pour emballer et pour toiture.

Miroirs de toute espèce et glaces étamées.

Blanc de baleine et paraffine.

Écume de mer, substance employée dans la fabrication du pain et à d'autres usages analogues.

Nattes grandes et petites et nattes de jonc, pour planchers.

Petites nattes et tapis ronds en pite de couleur pour tables.

Images, ornements, et articles pour le conditionnement des bonbons de toute sorte, ainsi que les cornets en papier doré, finis en tout ou en partie, importés pour le même usage. Si les contenants dont il s'agit sont recouverts de soie ou de velours ou garnis de fleurs ou d'autres articles soumis à des droits plus élevés, ils seront rangés dans la classe VI, comme articles de fantaisie, à moins qu'ils ne soient complètement remplis de bonbons.

Tapis ou Paillassons non dénommés.

Fruits secs.

Fruits à l'eau-de-vie, dans du sirop ou dans leur jus.

Bois ou arçons de selles.

Fleurs artificielles en porcelaine.

Biscuits avec sucreries.

Gazoline et benzine et naphte.

Gélatine de toute sorte.

Farine de pommes de terre, de maïs et de seigle.

Fil ou filasse, pour cordonniers et cordes de chanvre, pour brides, avec [illegible] rieur en étoupe.

Fil gros, de chanvre, de pite, de lin ou de coton, autre que le fil à cou[illegible] broder ou à tisser.

Fil de caret, lignes ou cordelettes tordues pour pêcher et fil de ch[illegible] employé à la fabrication des filets de pêche.

Fer-blanc et tôle de fer, en articles non dénommés de toute sorte, et uste[illegible] en fer pour usage domestique, quand ils ont des couvercles en fer-blan[illegible] en tôle.

Encens.

Outils pour les arts et métiers, avec ou sans manche, tels que alicates, b[illegible] compas, vrilles, truelles, bédanes et ciseaux de menuisier, niveaux, gouges, [illegible] lopes, herminettes, guillaumes, alènes, limes, marteaux, scies à bras et à main, tenailles et pinces, tours et étaux, planes, rabots, vilebrequins et autres articles similaires, ainsi que les boîtes en bois contenant quelques-uns de ces instruments.

Savon pour tailleurs.

Sirops de tout genre, autres que les sirops médicinaux, confiseries de toute espèce, sucre candi et fécule de riz aromatisée employée dans la fabrication des bonbons.

Cire à cacheter en pains ou en bâtons.

Laine brute et grosse et petite toile à voiles écrue de lin ou de coton.

Lait condensé.

Livres imprimés, reliés, excepté les livres dénommés à la classe VIII.

Faïence imitation de porcelaine.

Porcelaine ordinaire et porcelaine de Chine, sous toutes formes, non denommmée.

Houblon.

Bois manufacturé en articles non dénommés de toute sorte.

Manigrafos.

Saindoux mélangé avec d'autres graisses et oléomargarine.

Marbre, jaspe, albâtre, granit et toutes autres pierres analogues, ouvrées ou polies, en articles non dénommés de toute sorte.

Maïzena.

Mèches tissées ou tordues et écouvillons, pour lampes.

Moutarde en grains ou en poudre.

Meubles en bois ordinaire, en osier, en paille ou en jonc, et meubles en fer et bois.

Orgues ou parties d'orgues quelconques importées séparément.

Osséine (*osteina*).

Bois débité pour allumettes.

Tamis en bois avec fond en tissu de lin.

Pâte ou mastic pour polir, ainsi que pour queues de billard.

Papier peint pour tapisser.

Composition imitant la porcelaine, le marbre, le granit ou toute autre pierre en toute espèce d'objets autres que jouets d'enfant.

Tabac haché pour cigarettes.

Pierres à feu, pierres de touche ou à polir et autres semblables, non denommées dans les autres classes.

Peaux non tannées et non ouvrées.

Poudre de boulangerie.

Soudures.

Procédés pour queues de billard.

Fromages de toute sorte.

Sacs vides, en canevas, en grosse toile de chanvre dite "coleta", en grosse toile écrue et autres tissus similaires.

Saucissons, saucisses, jambons en boîtes, poisson en boîtes, conserves alimentaires, champignons secs ou en sauce, farine lactée et tous autres comestibles, préparés ou non, non dénommés dans les classes antérieures, tels que la pâte agglutinée du Buitoni.

Sauces de tout genre et pickles à la moutarde.

Suif en masses, fondu ou pressé, et graisses ordinaires de toute sorte pour la fabrication du savon.

Siphons et machines à eaux gazeuses.

Cuir à semelles, teint ou non, non ouvré, et semelles de chanvre pour espadrilles.

Tabourets pour pianos, quelle que soit la matière dont ils sont fabriqués.

Talc en feuilles ou en poudre.

Fil de crin pour pêcher.

Couvre-plats en toile métallique.

Couvercles avec bouton de métal, de verre, de cristal ou de porcelaine.

Tissus de coton, de chanvre, de sparte ou de lin, pour étendre sur les parquets, même lorsque ces tissus sont mélangés avec un peu de laine, et tissus de crin pour recouvrir les meubles.

Toiles préparées pour peinture à l'huile et estompes pour dessin.

Tissus ordinaires, de chanvre, lin ou coton, pour meubles, en bandes, sangles, etc., et torchons de coton pour usages domestiques, et rubans en paille pour emballer.

Talons en bois, avec ou sans renfort en cuivre ou en fer.

Bandes d'étoffe ou de papier étamé (*de papel estañado*), pour la chaussure, de 1 centimètre de large sur 12 de long.

Tire-bottes et tire-bouchons.

Craie en pains, en tablettes ou autre forme pour billards.

Stores et jalousies pour portes et fenêtres.

Pétards dits *triquitraques*.

Tuyaux ou conduits en caoutchouc et bandes en caoutchouc pour courroies de machines.

Voiles en grosse et petite toile ou en cotonnade (*cotonia*), pour embarcations.

Chandelles de suif.

Vélocipèdes ou bicyclettes.

Verre et cristal, ouvrés, sous toutes formes non dénommées.

Vins de toute provenance, importés en boutillons ou en bouteilles, autres que les vins rouges rangés dans la Classe III. Le vin de Porto, même rouge, importé en boutillons ou bouteilles est rangé dans la présente classe.

Articles en plâtre de toute sorte, autres que les jouets d'enfants.

§ 3.—Classe V.

Droits.—1 bolivar 25 centimes.

Huiles et savons, parfumés.

Huile de jugeoline, de sésame, de catapuce et autres non dénommées dans les classes précédentes.

Huile de foie de morue.

Acide tartrique en poudre.

Arsenic et ammoniaque liquide.

Eaux de senteur pour la toilette et pour laver les cheveux, telles que la *florilina* et autres analogues ainsi que les eaux pour nettoyer les métau.

Eau-de-vie de toute sorte, àl'exception de l'eau-de-vie de canne dont l'importation est prohibée, brandy ou cognac et leurs essences, absinthe, genièvre et leurs essences titrant jusqu'a 22 degrés Cartier sous réserve d'être tarifées en proportion si elles titrent davantage.

Amandes mondées.

Appareils ou conformateurs pour mesures de chapeaux.

ppareils de photographie.
arcasses ou formes en toile gommée, pour chapeaux, bonnets et casquettes.
nneaux et boucles recouverts de cuir.
uir à rasoirs, pierres fines pour aiguiser les rasoirs, et pâte pour le même
e.
afran.
lercure.
lalles, sacs de voyage, sacoches et valises de tout genre.
)utres pour vin et bourses et sachets en toile cirée pour échantillons de grains.
landages, bougies ou sondes, suspensoirs, charpie, manches ou filtres, biberons
)outs de sein, tétines, tire-lait, vantouses, colliers anodins, spatules, lancettes,
nues, clysopompes, seringues de tout genre et syphons non dénommés.
Bramante (toile écrue), *brin*, coutils, drils, toile de ménage, *liencillo*, *platilla*, *randol* ou irlande, écrus de lin ou de coton, et autres tissus écrus similaires, me avec raies ou fleurs de couleur, pourvu que le fond soit écru, et hollille de fil, noire ou bleue.
rosses et pinceaux de tout genre.
tuis à chapeaux, en cuir.
alendriers de toute sorte.
lambres claires ou noires, pour dessin ou photographie, et autres appareils aires.
nevas de coton, pour broder, et canevas de fil écru, semblable au tissu clair on se sert pour les moustiquaires.
psules, sacs ou sachets, en papier, de tout genre et de toute grandeur; avec ns inscriptions, pour usages pharmaceutiques.
aille brute.
)ile de ménage, toile dite *coleta*, blanche, toile de rose, *lomo de camello*, de coton et tissu de fil appelé créas écrue allemande, des nos 9, 10, et 11, lure (*crehuela*) rayée ou quadrillée, de couleur ou non, et toutes autres toiles lables non dénommées dans les classes antérieures.
mis en fil de cuivre, en cuir, en bois ou en crin.
osses à dents, à cheveux, à habits, à chaussure et pour tout autre usage, à ption des brosses dénommées à la class IV.
re blanche, pure ou mélangée, non ouvrée et cire minérale.
ies de sanglier, pour cordonniers.
)lle de poisson et colle liquide pour cordonniers.
)uleurs et teintures non dénommées, telles que bleu azur, outre-mer, et *kalne*, terre de différentes couleurs.
ège en planches, en bouchons ou en tous autres articles.
icets pour souliers.
méthyste (quartz).
ubèbe.
anifs, rasoirs, ciseaux et *chambetas*, couteaux et fourchettes, excepté ceux t le manche est recouvert d'une plaque d'or ou d'argent, qui acquittent les its de la classe VIII, et ceux en argent allemand ou argentés ou dorés, qui t rangés dans la classe VI.

Cordes simples et entourées de fils (*entorchados*).

Bière concentrée.

Écorce de sassafras et toutes autres écorces médicinales.

Dril de coton blanc et de couleur et flanelle de coton blanche ou de couleur, ainsi que le dril dit *casinette* de coton.

Droges, médicaments et produits chimiques non dénommés antérieurement, ainsi que tous les vermifuges et tous autres articles ou substances médicinales, tels que bicarbonate de soude, vin de *buey*, semence de cardamome et plante qui la produit; bière peptonisée, sel gemme pour animaux et élixir amer de coca.

Toiles cirées de toute sorte, autres que celles employées pour parquets, emballages et toiture rangées dans la classe IV.

Bougran de coton.

Balais grands et petits et balais en crin.

Essences et extraits de toute sorte, non dénommés.

Éponges.

Stéréoscopes, cosmoramas, dioramas, panoramas, lanternes magiques et autres appareils analogues.

Lanternes en papier, faux-cols, devants de chemises et manchettes, en papier, y compris ceux qui sont doublés de tissu, et articles en papier non dénommés.

Fleurets, masques, plastrons et gants pour l'escrime.

Phosphore en pâte.

Photographies.

Couvertures en coton.

Couvertures en laine blanche ou avec franges en couleur, et couvertures foncées en poil de chèvre (*cabrin*).

Gomme-lac, résine de copal et toute espèce de gommes ou de résine non dénommées.

Gants de crin et gants d'escrime.

Glycérine.

Fil à coudre ordinaire, fil non tordu pour broder et fil simple à un bout pour métiers à tisser.

Aimants.

Sujets ou statuettes, autres qu'en or ou en argent.

Instruments de musique et boîtes à musique ou leurs parties accessoires quelconques, excepté les orgues et les pianos.

Instruments de chirurgie, de dentiste et d'anatomie, de mathématiques et autres sciences, non dénommés antérieurement.

Savon blanc jaspé, appelé de Castille ou de Marseille.

Savon ordinaire.

Jeux d'échecs, de dames, de dominos, de roulette et autres similaires.

Images ou gravures sur papier.

Livres ou livrets en blanc, crayons et fusins pour le dessin, agendas et portefeuilles, carnets à souche lithographiés pour quittances, crayons de tout genre, excepté ceux pour ardoises, gomme à effacer, cachets et timbres pour lettres, encre et poudre pour encre, coupe papiers, portes-mines, cire et pains à cacheter, sable, plumes en acier, porte-plumes, encriers et tous autres articles de bureau, à l'exception des enveloppes et des objets ayant quelque partie d'or ou d'argent.

Livrets de feuilles d'or ou d'argent fins ou faux, pour dorer ou argenter, ronze en poudre et livrets pour bronzer.

Caves à liqueur, vides ou contenant une liqueur non dénommée dans une asse soumise à un droit plus élevé.

Liencillo, brin et toile de ménage, écrus ou de couleur, en fil ou en coton, ielle que soit leur espèce.

Limaille de fer.

Tissus à raies, *arabias* et guingans, de lin ou de coton, ordinaires, destinés ılement à la confection des vêtements d'ouvriers.

Baguettes, moulures et galeries en bois, peintes, vernies, dorées ou argentées, porte-embrasses ou patères en bois, pour soutenir les rideaux.

Tissu de deuil élastique et crêpe, pour chapeaux.

Liqueurs douces, telles que *Sherry cordial*, crêmes de vanille, de cacao, et ıtres similaires.

Madapolam blanc, *hollandille* blanche, Bretagne, toile de ménage, *matrimonio* e coton, Irlande blanche ou de couleur, créas, *elefante, platilla, liencillo,* mpathique, *savaje*, de coton et autres tissus similaires.

Cadres de toute matière, avec ou sans verre, avec ou sans estampes, portraits, gures et gravures.

Masques de tout genre.

Macaroni, nouilles, vermicelles, et toutes autres pâtes alimentaires semblables.

Mesures en cuir, tissu ou papier, avec ou sans étuis.

Meubles eu bois fin tel que palissandre, acajou, bois de rose et de noyer; ieubles avec dossier et siège recouverts de crin, laine, coton ou soie, meubles n bois ordinaire, dorés, et cercueils de toute sorte.

Noix de galle, noix muscade et fleur de noix muscade ou macis.

Abat-jour en papier, métal ou tissu, et papier-soie de couleur.

Pastilles de gomme, de toute sorte.

Parfumerie de toute espèce.

Parchemins et imitations de parchemins, en articles non dénommés; toiles employés uniquement pour la reliure et tissus imperméables en caoutchouc et cotton, pour couvertures et pardessus, et feutre de coton pour machines à lithographier.

Pèse-liqueurs ou aréomètres de tout genre et alcoomètres.

Tableaux, chromos, dessins et portraits, sur toile, bois, papier, pierre ou autre matière; annonces lithographiées collées sur carton et cartes avec paysages ou sujets en couleur, pour baptême.

Poudre de riz et autres analogues pour toilette, houppes et *caracol* de Perse calciné.

Porte-bouteilles et porte-verres.

Poudre à feu.

Tabac en carottes (hueva) et tabac tordu à mâcher.

Tannin.

Thé et vanille.

Encre de Chine, pour marquer, teintures pour les cheveux et encres de toute sorte autres que l'encre d'imprimerie.

Bougies de blanc de baleine, de paraffine, de composition ou stéariques, et mèches tordues pour leur fabrication.

Warandol écru, de lin ou de coton, même avec raies ou fleurs de couleur, y compris celui à fond gris plomb ou jaune clair.

Briquets et amadou ou mèches à briquets.

§ 6.—Classe VI.

Droits.—2 bolivars 50 centimes.

Verroterie, perles et graines, de verre, de porcelaine, d'acier, de bois ou de toute autre matière que l'or et l'argent; ornements pour cercueils, articles de fantaisie en verre ou en porcelaine avec garnitures en métal doré ou argenté; plantes artificielles en caoutchouc, papier et tissu, représentant des palmiers, des bégonias et de grandes feuilles, et bonbonnières recouvertes de soie ou de velours ou garnies de fleurs ou d'autres articles soumis à des droits plus élevés que ceux applicables à la classe IV, pourvu que lesdits contenants ne soient pas complètement remplis de bonbons.

Acier recouvert ou non, pour crinolines et tournures.

Toile damassée, toile de Bretagne, toile écrue (*bramante*), coutil, creas, excepté la creas écrue allemande des nos 9, 10 et 11 dénommée à la classe V, damas, drill, *estopilla*, *estrepe*, fleuret *garantido*, Irlande, *platilla*, rouennerie et *warandol* blanc ou de couleur, de lin pur ou mélangé de coton.

Épingles, aiguilles, œillets, épingles à cheveux, agrafes pour vêtements et pour chaussure, crochets en zinc pour chaussure, boucles pour chapeaux, gilets, pantalons, et chaussure, autres qu'en or et en argent.

Tapis en pièces et carpettes.

Camisoles, écharpes, bonnets, chaussettes, caleçons, pantalons, bas et cache-corsets en tricot de coton et tissus de même espèce. Les camisoles avec cols et manchettes ou auxquelles on peut adapter des cols ou des manchettes, faux, acquittent une surtaxe de 50 pour cent.

Lunettes, besicles, jumelles ou binocles, longues-vues, loupes, télescopes et microscopes, excepté ceux avec garniture d'or et d'argent, mais y compris les verres ou lentilles pour lunettes, etc., importés séparément.

Fanons de baleine et leurs imitations.

Basanes.

Baromètres, hygromètres, chronomètres, thermomètres, octants et autres instruments similaires, et boussoles de toute sorte.

Cannes, fouets, cravaches et armes défensives, à l'exception des cannes à épée ou à feu qui suivent le régime de la classe VII.

Boutons de toute genre, excepté ceux en soie, en argent ou en or.

Bayette, petite bayette et ratine, en pièces ou plaids, et couvertures faites avec ces tissus.

Fourneaux de pipes, fume-cigares et pipes, en ambre, porcelaine et toute autre matière, outre que l'or et l'argent, et à l'exception des articles similaires dénommés à la classe III.

Boîtes avec accessoires pour la barbe, nécessaires à ouvrage et nécessaires de voyage.

Coquilles et coquillages, même ouvrés en articles d'ornement.

Portefeuilles, blagues à tabac, porte-cartes, porte-monnaies, porte-cigares, étuis à lunettes, boîtes à allumettes, albums sans couverture en velours, ni dorés ni argentés, et tous autres articles similaires, excepté ceux qui ont quelques parties en or ou en argent.

Cire ouvrée en articles de tout genre, excepté les jouets pour enfants.

Courtes-pointes, draps-de-lit, plaids, hamacs, couvertures et tapis de table, en lin ou en coton.

Élastiques pour chaussures.

Corail en articles de tout genre, autres que ceux montés sur or ou sur argent.

Couronnes et autres articles funéraires analogues.

Cordonnets minces pour le tissage et tous autres fils tors en forme de cordonnet, tels que le fil à relier ou pour coudre les voiles, blanc ou de couleur, qui, par son élasticité, ne peut être assimilé à du cordon et peut être employé pour la fabrication des tissus à la main ou à la machine.

Crinolines, tournures et autres articles du même genre, et cordons en caoutchouc recouverts ou non, employés à l'intérieur des vêtments de femmes.

Couteaux et fourchettes, avec manche en métal allemand ou blanc, ou argenté, ou doré.

Matelas, sommiers, oreillers et traversins, non en soie, duvet pour les rembourrer et toile metallique manufacturée pour le fond des lits.

Cordes en coton pour hamacs.

Damas, *coqui*, bombazin, *bordon*, tissus ouatés, coutil, damassé, mahon, nankin, nankin léger, *estrepe*, piqué, satinette, *tangep* ou linon gommé, en coton, blanc ou de couleur, et tous autres tissus de coton similaires, non dénommés dans d'autres classes.

Dents et yeux artificiels.

Dés à coudre, excepté ceux en or ou en argent.

Jupons, jupes, robes de chambre et chemises de nuit et blouses de coton, confectionnés ou en coupons, et tissus de coton façonnés pour jupons avec ou sans bandes brodées.

Articles en métal allemand ou blanc et ses imitations, tels que cabarets, plateaux, mors, muselières, éperons, étriers, charnières, boucles, lustres, lampes, candélabres et autres articles similaires.

Objets en fer ou en autres métaux dorés ou argentés, à l'exception des articles de bureau qui seront toujours compris dans la classe V, même s'ils sont dorés ou argentés.

Fil d'estame brut et poil de chèvre.

Étuis avec menus objets d'acier, cuivre, ou autre métal, pour broder, pour les dents ou les ongles, pour le dessin et la peinture.

Balais, brosses et écouvillons, en palmier, jonc ou autre matière végétale.

Feutre en pièces, pour housses de cheval.

Plaids de laine pure ou mélangée de coton, avec fond d'une ou de plusieurs couleurs, et couvertures de lit en laine pure ou mélangée de coton, également de différentes couleurs.

Tissus pour pantoufles, autres que ceux de soie.

Élastiques pour chaussures.

Gutta-percha ouvrée ou non.

Fil d'or ou d'argent faux, cannetille, paillettes, clinquant, oripeaux, lamelles, galons, passementerie ou toutes autres fournitures d'or ou d'argent faux, pour broder ou coudre.

Os, ivoire, nacre, jais et imitations de jais, écaille et imitations d'écaille, caoutchouc, gomme élastique, plaques de celluloïde, corne et talc, en articles de tout genre non dénommés, à l'exception de ceux manufacturés en jouets d'enfants, rangés dans la classe III, et de ceux qui ont quelque partie en or ou en argent et qui sont compris dans la classe VIII.

Nappes, essuie-mains et serviettes de toute sorte.

Tissu *matrimonio* en fil pur ou mélangé de coton.

Aiguilles, clefs, ressorts, spiraux et autres pièces de mouvement d'horlogerie, à l'exception de celles en or ou en argent.

Lumignons et coton légèrement filé pour lumignons.

Mouchoirs en coton, ne dépassant pas 1 mètre de longueur.

Papier doré ou argenté, papier estampé en relief et papier peint pour fleurs artificielles.

Parapluies, ombrelles et parasols, de laine, de lin ou de coton.

Perles et pierres fausses, non montées ou montées sur tout autre métal que l'or et l'argent.

Peaux tannées non ouvrées, à l'exception du cuir à semelles teint ou non rangé dans la classe IV.

Métal allemand en articles de tout genre non dénommés.

Plumes d'oie préparées pour cure-dents.

Plumeaux.

Poudre à feu.

Bijouterie fausse.

Pendules et cartels, réveille-matin, clepsydres, sabliers et autres articles similaires, à l'exception des montres et des horloges de monument importées par le Gouvernement fédéral.

Chapeaux, casquettes, casques et coiffures dites *pavitas*, en paille ou ses imitations, sans aucun ornement.

Cuir verni non ouvré.

Sextants.

Warandol blanc, de lin pur ou mélangé de coton.

Indiennes, nanzouk, calicots, cretonnes, tarlatanes, brillantés, tissus rayés français, fins, et tissus d'autre provenance, fins, pour costumes de dames, popeline, *malvinas*, japonaises, lustrines, percales de couleur et tous autres tissus de coton de couleurs similaires non dénommés dans d'autres classes, tels que le mérinos de coton.

[La fin au Numero d'Avril.]

MISCELLANÉES COMMERCIALES.

COLOMBIE

ncurrence Commerciale. M. M. Villiers, qui remplit les fonctions de Consul-Général de la Grande Bretagne à Bogotá, dans un rapport cent au Foreign Office Britannique, appelle l'attention de son Gouvernement sur s efforts actifs qui sont faits par les Etats-Unis pour étendre son commerce en olombie. A ce propos il fait mention de la position prépondérante occupée r les Etats-Unis dans le commerce de fer, aeier, matériaux de chemins de fer matériel circulant, ponts, etc.; non seulement pour les matériaux pesants, ais aussi pour les petits articles, comme instruments d'acier, scies, limes et grat-irs, couteaux de boucher, clous, etc. Les feuilles de fer pour la construction, fils de fer pour enclos, les bicyclettes, les machines à coudre, les pendules, la outerie, les bougies et les appareils électriques sont aussi largement fournis par Etats-Unis, mais quant au coton, au lin et aux draps il existe un commerce lativement petit.

xtension des Chemins de Fer. Des informations reçues directement de Barranquillas disent que la construction de chemins de fer en Colombie poursuit activement. Le chemin de fer Antioquia, propriété du département même nom et qui est à présent en exploitation en une distance de 32 milles Puerto Berrio à Las Pavas, est en train d'être prolongé jusqu'à Medellin à 91 lles. Le chemin de fer de Cucutá à Puerto Villamisar sur la rivière Zulia, à e distance de 34 milles, doit être prolongé jusqu'à la frontière du Vénézuéla et e partie du travail est déjà finie. Le chemin de fer de Girardot à Juntas de ulio (24 milles) doit être prolongé jusqu'à un point sur la ligne Factativa à e distance de 48 milles. Le chemin de fer de Cauca qui est à présent en ploitation de Buenaventura sur la côte à San José (21 milles) a été délivré gouvernement national; la ligne sera prolongée jusqu'à Calé à 64 milles à ntérieur.

MEXIQUE.

Culture de Chanvre. La culture de chanvre dans l'Etat de Morelos, Mexique, a dépassé, à ce qu'on dit, la période des essais et promet s résultats substantiels. Mr. HAMER, qui a été intéressé dans cette culture ndant les quatre dernières années, a des terres où le chanvre est cultivé dans sieurs endroits de la vallée de Cuernavaca et est en train de négocier l'affer-ge de la vallée de Huaymac, contenant environ 1,000 acres actives, dont une nde partie est considérée appropriée à son dessein. Le drap manufacturé c le chanvre cultivé par Mr. HAMER est jugé de la meilleure et plus durable lité.

PARAGUAY.

Culture du Tabac. Le gouvernement paraguayen prend des mesures actives pour raviver la culture du tabac qui formait autrefois une che importante de l'industrie de la République; le tabac étant cultivé non ment pour la consommation nationale, mais aussi pour l'exportation. Dans ut le gouvernement a invité un nombre de Cubains experts dans cette

industrie à faire un rapport sur le sol et les possibilités du pays, et selon le opinion, les conditions dans certaines localités sont presque identiques à cell des meilleurs terrains productifs du tabac à Cuba. Bien que la récolte de 18 sur cette plantation ait été petite, la qualité du produit fut prononcée égale " Vuelta Abajo," et des échantillons furent envoyés à l'Exposition de Bruxelle En 1895, le Paraguay exporta 4,744,096 livres de tabac.

PÉROU.

Machines pour la Minération.

L'activité minière existant au Pérou démontre d'u façon saisissante le besoin de machines améliorées en re tion avec cette industrie. Un des besoins les plus pressants consiste dans dragues pour atteindre les lits des fleuves, où sont déposés d'immenses quanti d'or. A présent on se sert de procédés très primitifs, de simples plateaux bois, contenant environ 15 livres de sable. A cause de ces facilités incomplè l'extraction de l'or n'est effectuée que du mois de juin au mois d'octobre, qua les fleuves sont bas, mais en usant de dragues on pourrait faire les travaux pe dant toute l'année. La terminaison de la nouvelle route de Crucéro à Phara à Huari-Huari à travers une région riche en dépôts minéraux, offrirait des fa lités pour le transport des machines et le développement dans ses localités de minération de l'or.

SALVADOR.

Payementdes Droits d'Importation.

Par un décret exécutif la République de Salvador décidé que le payement de 53 pour cent de ses dro d'importation se fera dans les termes suivants: 32 pour cent en or américa 10 pour cent en titres des douanes, 5 pour cent en titres issus par la monna et 6 pour cent en titres de la dette française. Quand ces titres seront épuisés partie correspondante sera payée en or des Etats-Unis, d'où il semble se déd que l'or des Etats-Unis a été adopté par cette République comme la base l'étalon or, nouvellement introduit.

URUGUAY.

Commerce avec les Etats-Unis en 1897.

Le Consul-Général PRUDENCIO DE MURGUIONDO, rep sentant de l'Uruguay aux Etats-Unis, a envoyé au Bur un rapport sur le commerce des deux pays pendant l'année 1897. La val totale des exportations aux Etats-Unis a été de $4,391,063; les importatio se sont élevées à $1,135,679 soit un commerce total pour l'année de $5,526,74 Ce rapport montre que les exportations pour les six premiers mois s'élevèrent $3,560,115 et pour les six derniers mois à $830,948. L'exportation de lain pendant la première moitié de l'année a atteint une valeur de $1,950,675 e pendant la dernière moitié l'exportation comprenait quatre-vingt-cinq ballot évalués à $14,825, accusant une diminution dans cet article de $1,935,849 Les importations provenant des Etats-Unis pour l'année 1896 s'élevèrent $1,452,531; ces chiffres comparés avec ceux pour l'année sous considération, accusent une diminution pour l'année 1897, de $316,650. Le Señ MURGUIONDO considère que la diminution dans le commerce est due aux crise politiques qui ont eu lieu à Uruguay en 1897. Cette condition d'affaires étan terminée, il anticipe un rétablissement du commerce usuel entre les deux pays.

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TRADE RELATIONS IN AMERICA—X.*

INTERNAL RESOURCES OF THE WEST INDIES.

Reference has already been made in the MONTHLY BULLETIN the month of October, 1897, to the favorable conditions which West Indies offer to the commerce of the United States, ir geographical situation making communication between rth American ports and the great archipelago, which extends n the vicinity of Florida almost to the coast of Venezuela, very y. The superficial area of all these islands is about 92,270 are miles, and their population is estimated at about 5,000,000. The principal product of the West Indies is sugar, which is owed in regular order by tobacco and coffee, and it may be d that up to a few years ago, from a commercial standpoint, no er existed which merited mention; but for some time past siderable attention has been devoted to another class of products, h as cacao, woods, rum, molasses, vegetable fibers, sponges, toise shell, salt, hides, and tropical fruits.

The West Indies form, as is well known, an agricultural region *excellence*, although their industrial resources are rather limited.

*The first article of this series, by the late JOSEPH P. SMITH, Director, was published e MONTHLY BULLETIN for July, 1897. The series will be continued by various ributors on the lines laid down by Mr. SMITH.

What they principally export are the products of the soil, whi more or less fertile throughout all the islands, is wonderfully fru ful in some of them, such as Cuba, Puerto Rico, Jamaica, a Haiti. The extraordinary wealth of the great Spanish Antilla proverbial, for not only are all the products of intertropical Am ica grown there, but it possesses in its tobacco a veritable special All the efforts made in other countries have not sufficed to dr away from this privileged island the magnificent Vuelta Ab tobacco. The coffee of Puerto Rico is far famed, no less than t of Haiti. The island of Trinidad produces excellent cacao.

The trade of the West Indies with the United States is alrea quite large, and it is to be hoped that it will increase more a more in course of time. If we glance at the tables published belo taken from the statistics of the Treasury Department of the Unit States, we shall see the total reached by the commerce betwe the United States and the West Indies during the fiscal y 1896–97:

Imports.

West Indies:	
British	$12,285,
Danish	367,
Dutch	96,
French	9,
Haiti	1,460,
Santo Domingo	2,369,
Spanish:	
Cuba	18,406,
Puerto Rico	2,181.

Exports.

West Indies:	
British	$7,808,
Danish	519,
Dutch	649,
French	1,665,
Haiti	3,554,
Santo Domingo	1,045,
Spanish:	
Cuba	7,599,
Puerto Rico	1,964,

The British West Indies carry on a large trade with the Unit States, whither they send the major part of their products a whence they receive almost everything they need. Referring the trade conditions in Jamaica, Mr. ECKFORD, the consul of t United States in Kingston, in a communication published in t

Commercial Relations of the United States" for 1895 and 1896, ys:

"In reply to the Department's circular of July 8, 1896, I have e honor to state that during the past few years there has been a eady increase in the imports from the United States to this land, which, judging from all appearances, is likely to develop ill further.

"Increased shipping facilities to and from the United States, d the consequent reduction of freight rates, the efforts put forth manufacturers, exporters, and others to bring their goods within ıge of the West Indian public by advertisements, by sending wn responsible and energetic agents, and other means, have all ıded in the direction of increased trade, and there is every indi- ion that the enterprise and energy of American merchants, who, may be said, are but recently awakening to the fact that here ı be found a good market for their commodities, will result in nsiderably greater commercial intercourse."

The means of internal communication in the several Antilles, a general rule, meet the requirements of trade. In Cuba the ncipal centers of population are joined by railroads. In Jamaica ere are also some miles of railway, which is the case in Trinidad, rbados, Puerto Rico, and the Dominican Republic; but the eater part of the trade is carried on by sea, although good wagon ads also exist in some of the islands.

The West Indies possess numerous and excellent ports, some which figure as the best in America. Communication between ese ports and those of the United States is good and frequent. peaking of Jamaica, Consul ECKFORD says on this subject, in e report already mentioned, as follows:

"Jamaica has 42 outports open to foreign commerce, of which e principal are Kingston, Port Antonio, Montego Bay, Black iver, Savana la Mar, St. Anns Bay, Falmouth, Milk River, ucea, Morant Bay, Annotto Bay, and Port Maria. During the ear, 1,168 vessels cleared from the ports of the island, being 32 ı excess of the previous year; of this number 698 were steam essels, and 470 sailing vessels. Of the total number, 162 were ımerican vessels, 82 being steam, and 80 sailing, with a tonnage f 75,052 tons, being an increase of 35,711 tons over last year. hipping facilities from the United States to the Island are excel-

lent. The Atlas Steamship Company (British) runs wee steamers from the city of New York to Kingston and retu It has about 8 vessels upon the route. * * * The K Line (British) has a number of vessels, principally engaged the fruit trade, running from the various outports of the Islanc New York. The Boston Fruit Company (American) owns a has chartered 12 vessels, with a tonnage of from 381 to 1,4 tons, engaged in the fruit and passenger trade, and running fr Port Antonio (the head station), Kingston, Annotto Bay, E Bay, Hope Bay, Port Marant, and other outports to New Yc Philadelphia, Boston, and Baltimore. The West Indian a Pacific runs bimonthly steamers from the city of Kingston to N Orleans via Mexican ports. The Independent Line recer commenced running vessels from New York to Kingston a return. These are principally engaged in the fruit trade. number of tramp steamers ply between the several outports of Island and the ports of the United States."

The principal Cuban ports maintain steam communication w the United States, and the following lines of navigation dese mention: The New York and Cuba Mail Steamship Compa the Munson Steamship Line, and the Compañía Trasatlán Española.

Santo Domingo and Haiti have also good means of commu cation with the United States by steam and sail. The same n be said of the French, Dutch, and Danish West Indies.

As was to be expected, considering the geographical posit of the Antilles with respect to the United States, the trade tra actions between this country and those islands are of considera importance, and the tendency is toward a rapid developm With the Spanish colonies of Cuba and Porto Rico, and es cially with the former, the trade of the United States has been v large, since it has risen to no less than 90 per cent of the t commerce of the Great Antilla.

According to the "Statesman's Year Book" for 1897, nearly the tobacco and half of the cigars exported from Cuba come to United States. The same authority asserts that of the 832,- tons of sugar leaving the island in 1895, 769,962 were introdu into the United States. The trade of the United States with British West Indies is considerable, since, as has been said,

reater part of the products of the latter come to the American
larkets, where the islands also provide themselves with what they
eed. Jamaica, which is the first as regards size, wealth, and
)pulation, imports from the United States a large quantity of
anufactures, representing in 1896 33.9 per cent of the total
ports of manufactured articles. As regards the food stuffs intro-
ced into the island, the greater part comes from the United
ates, for, according to Consul ECKFORD (*vide* "Commercial
lations of the United States" for 1895 and 1896, p. 519), of the
,870,716.03 which those importations represented in the fiscal
ar 1895–96, $2,429,294.91 came from this country.

The commerce of the United States with the French West
dies, although it is already considerable, has not yet reached its
l development, and in this regard it were well to cite what Mr.
CKER, American Consul, in a report written from St. Pierre,
artinique, on October 8, 1896, which was published in the
ommercial Relations of the United States" for 1895–96, says.
llowing are the words of the officer named:

"In a recent interview with the mayor of St. Pierre, he com-
ained of the impossibility of obtaining reliable information out
catalogues printed in the English language, as there is no one
the employ of the municipality who speaks English. He
luded especially to catalogues of steam fire engines, which engine
says the city desires to purchase, and also said he would be
eased to have a catalogue and price list (in French) of all kinds
stationery, but to send catalogues printed in English here, as is
nstantly being done from the United States, is simply a waste
f postage and good material. It would be well to suggest to
anufacturers and tradesmen in the United States the expediency
f sending catalogues and price currents in French to this island
s a further means of introducing their wares and stock, by which
neans American manufactured goods would be far more appre-
iated than they now are.

"As another strong point in favor of introducing American
goods, I would further suggest that firms in the United States
elect as their traveling agents or drummers men of ability, tech-
ical education, and linguistic attainments to visit this and other
rench countries, otherwise their voyages are usually sterile in
heir consequences. When one considers the efforts put forth by

other countries and nations, especially the German Empire, to train their young men for so important a work, and the success resulting therefrom, I can not but impress upon my countrymen, in this age of competition and constant effort toward improvement and the mode of securing clients in foreign countries, to pay attention to this matter. I have known traveling agents from the United States in this island who could not speak one word of French, consequently could do no business, while others, conversant with the language and well up in their work, were quite successful in behalf of the firms they represented."

The Danish and the Dutch West Indies are the smallest of all, and their trade is naturally in proportion to their size. The commerce they maintain with the United States is, however, of considerable importance. Speaking of the imports and exports of St. Thomas, Consul STEWART, in a report dated September 5, 1896, published in the "Commercial Relations of the United States" for 1895–96, expresses himself thus:

"There has been a decrease in the imports from England, France, and Germany during the fiscal year ending June 30, 1896, while from the United States there has been an increase of over $40,000.

"The exports are estimated at about $60,000, of which $37,987 went to the United States."

The Dutch colony of Curaçao has, in proportion to its size, a considerable trade with the United States; but it is evident that much can be done to increase it, and regarding this Mr. JERVIS SPENCER, the American Consul, in a report published in the "Commercial Relations of the United States" for the year 1895–96, says as follows:

"If samples of American manufactured products could be seen and examined with the price lists, and compared favorably with those of European manufacture, they would surely be taken, and trade established in a growing way. I would advise the use of a building in which to exhibit samples, so that the manufacturers of the United States may sell to the merchants of these countries with little cost."

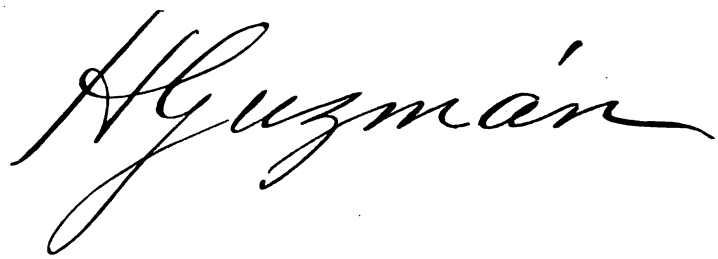
Consul SPENCER, like other consular officers, advises the sending of commercial travelers who are acquainted with the language, the tastes, and the customs of the country.

Upon considering the development which the trade of the nited States with the Antilles may reach, the first thought that ikes one is the proximity of these islands to the coasts of ıt Republic. The mountains of Cuba may almost be seen ›m Florida. From New York to Kingston, Jamaica, the dis- ıce is 1,820 miles, and much shorter to Haiti. The Antilles, ng in the course followed by the steamships and sailing vessels ıployed in the commerce between the United States and the :lantic coast of Central and South America, it is indubitable ıt as the commercial relations of the three sections of this con- ent develop the trade between the islands of the Caribbean Sea l the markets of the north must necessarily assume greater pro- ·tions. The American manufactories can provide the entire hipelago with all the commodities its inhabitants may need, l the competition of the Old World will become impossible the day that the merchants of the United States, accommo- ing themselves to the requirements of the Antillean markets, ll adopt the commercial methods followed by European coun- s, principally Germany, and which consist, above all, in study- , through the medium of active and well-educated agents, the ges, customs, and even the peculiar tastes of the peoples with om they trade.

The reconstruction of the merchant marine of the United ıtes is an indispensable necessity in the face of the requirements foreign commerce. There is no reason why the American ship- ners may not compete with those of Europe in the industry of transportation, more especially as regards the countries of this ntinent, and it is, nevertheless, an undeniable and surprising fact ıt the greater part of the commodities introduced into the ports Latin America comes in European bottoms. The American ipyards build vessels as good as those turned out in England, d it is a recognized fact that in times past the merchant marine the United States surpassed the English. The efforts of all ho aspire to see the United States dominating, without any com- ·tition whatever, all the markets of the New World, should be ırected toward placing the merchant marine once more upon that ›oting.

As the merchant marine of the United States rises to the

height which it must necessarily reach, the growth of this country's trade with the rest of America will become an easier matter. It is a fact recognized by all the great powers of the world that nothing is so favorable to the commerce of a country as the ability to send its goods abroad under the ægis of its own flag, and to this fact is undoubtedly due in great part the prominent position which Great Britain has occupied for so long a time with respect to the other commercial nations. The efforts that France and Germany have made and are making in furtherance of their shipping interests are well known. The United States well understands how important it is that American commerce shall dispose of better means of transportation in order that the exporters of this country shall cease paying tribute to foreign lines of navigation. The United States being the first industrial nation of the world and having on both seas numerous and excellent ports, it is but natural that it should possess a merchant marine proportionate to the necessities of its trade, and it will. Many advances have been and are being made on this line, but there still remains much to be done. The day will arrive, however, and everything points to its near approach, when the United States flag, floating over United States merchant vessels, shall greet the eyes of the traveler, like that of England to-day, in every port of America.



ARGENTINE REPUBLIC.

SUGAR INDUSTRY OF TUCUMAN IN 1896–97.

Sugar production in the province of Tucuman has followed during the past fiscal year the ascending scale already indicated in previous reports from that province, the crop for 1896–97 having

amounted to 135,606 tons. For the five years preceding, the figures are as follows:

Years.	Tons.
1891–92	45,000
1892–93	40,000
1893–94	55,000
1894–95	74,000
1895–96	103,000

Thirty-four sugar mills were in operation during 1896–97; of these establishments, five, which turned out 23,000 tons, are owned by Frenchmen; two, which produced 8,000 tons, are owned and operated by sons of Frenchmen, citizens of Argentina; and three, whose production in the aggregate amounted to 22,500 tons, are the property of a German company. Besides these, there are: one Spanish plant, producing 9,000 tons; one Swedish and one American, with an output of 1,600 and 2,154 tons respectively. The remaining twenty-one are exclusively of Argentine ownership. With the exception of the three German plants, the American plant, and one other whose machinery came from England, these establishments received all their appointments from France.

For the fiscal year 1897–98 a production of more than 150,000 tons is anticipated. The Argentine market may therefore be considered, from the present, as closed to European sugars, with the exception of small quantities of refined sugar introduced for the use of certain rich consumers.

The above data applies solely to the province of Tucuman. In addition may be given the production of sugar in the neighboring provinces of Salta, Jujuy, The Chaco, and Corrientes, which, according to an official report, amounted in 1895 to 15,000 tons; and in Santa Fé, Formosa, and Santiago the production for the same year reached 9,000 tons.

CEREAL CROP.

The "South American Journal" of March 19 contains the following communication respecting the cereal crop, from Mr. WILLIAM GOODWIN, of the Authorized Grain Inspection of the River Plate, under date of Buenos Ayres, February 14, 1898:

A deficient yield of wheat is reported in many parts of the Argentine Republic, and the total exports from the River Plate are not expected to exceed

5,000,000 quarters, notwithstanding an abundant crop of good quality in Uruguay; but if the severe frost of about 8th November, when the plant was in flower, had been delayed for about one week, there is little doubt that the export surplus would have been nearly doubled, because the injury from the locusts was not of any moment and the drought did harm mostly in the districts where it followed the frosts. The quality will be variable, and recent heavy rains have done considerable injury to many stacks that are not yet threshed.

There is a very poor crop of linseed, and it is doubtful if the export will exceed 100,000 tons, of indifferent quality.

The maize crop promises to be very large, and there is not much fear of injury from locusts during the few weeks remaining before it will be matured.

BRAZIL.

COFFEE INDUSTRY.

Mr. JOHN H. KEOGH, a representative of one of the leading coffee importing houses of the United States, who has resided in Brazil for a number of years and is thoroughly conversant with the coffee interests of Brazil, as well as of other countries, in an interview published in the "Wholesale Grocer" gives the following facts regarding the coffee conditions at present existing in Brazil.

He states that the crop to be marketed from June, 1897, to June, 1898, will be in the neighborhood of 9,500,000 bags; of this 3,500,000 will be shipped from Rio and 6,000,000 from Santos.

The great increase over the production of the previous year is attributed to the yield from the new coffee lands which have just come into bearing in the Santos district (State of São Paulo). The coffee estates tributary to Rio are, many of them, quite old and no longer yield as abundantly as formerly. The methods in vogue in São Paulo for the cultivation and handling of coffee are more modern than those employed in most of the districts adjacent to Rio.

As to the outlook for the coming year, Mr. KEOGH says opinions differ widely, but conservative estimates place it at somewhat less than the crop of 1897–98. The low prices which have prevailed for some months past necessarily diminish the efforts of the planters in the production of a commodity which is barely profit-

. They have been accustomed to large profits, and the present
es of the staple have had a very discouraging effect.
n the State of São Paulo there are a number of very fine
ıtations owned by Brazilians, and some extensive ones oper-
l by men of German extraction; but as yet citizens of the
ited States have not gone largely into coffee raising. The
ırers employed on the plantations are chiefly Portuguese and
ians. An effort was made three years ago to introduce Chinese
r, but it had no success. Some three hundred or four hun-
l Chinamen were brought over and set to work on the planta-
s, but soon left them to go to the cities. The question of
r adapted to this particular work is one which remains to be
ed in Brazil.
s supplemental to, and qualifying the report of Mr. KEOGH, it
be stated that there was a meeting of the "Associação Com-
:ial" held at Santos on the 1st instant, to receive reports from
:ommissions appointed to estimate the next coffee crop to be
xeted at Santos. These commissions, after visiting the coffee-
/ing districts assigned to them, reported the total estimate of
Santos crop at 4,250,000 bags. By the decision of the meet-
these figures were telegraphed to London, Hamburg, Havre,
New York, and it was resolved that similar action be taken
y year.
'he "Rio News" of February 8, in reference to this matter
:

'hile we have no wish to question the report of the Santos commission in
rd to the next coffee crop, it is well to remember that several of the firms
prising the various committees are planters as well as "commissarios" and
ırters. Their report, therefore, may be justly considered to represent the
ters' interest, which is invariably that of a minimum or underestimate.

The "American Grocer" of March 9 furnishes the following
istics of the coffee receipts from July 1, 1897, to March 7,
8, with a comparative statement for the corresponding periods
the two preceding years:

	1898.	1897.	1896.
	Bags.	*Bags.*	*Bags.*
ipts at Rio	3,378,000	2,704,000	1,890,000
ipts at Santos	5,215,000	4,241,000	2,676,000

COLOMBIA.

COMPLETION OF LA BOCA DOCK.

In a communication dated February 3, 1898, Mr. MURPHY, United States consular clerk at Colon, advises the Department of State of the completion of La Boca Dock, the Pacific terminus of the Panama Canal. The construction of this work was deemed necessary to overcome the difficulties occasioned by the great tide fluctuations at the port of Panama, which exceed 25 feet, leaving the bottom of the sea exposed for a mile or more, from shore at lowest ebb tide.

Mr. MURPHY states that the opinion is generally expressed that this work will prove a complete success, admitting vessels of the largest size to receive and discharge their cargoes on the dock, instead of, as formerly, lightering to and from the open roadstead.

In a report presented by M. BONARDEL, president of the council of administration, to the shareholders of the New Panama Canal Company, at a meeting held in Paris, on December 28, 1897, it is stated that the completion of the port and dock of La Boca was one of the principal features of the work undertaken by the company during the past year, and that its main object is to enable the Panama Railroad Company to handle all merchandise with greater rapidity and at less expense than heretofore, in order that it may compete advantageously with various American transcontinental railroads, and with sea transportation via the Strait of Magellan.

About fourteen miles of the canal from the Colon end have been completed, and six miles from the Panama end, but the heaviest and most difficult part of the undertaking is yet to be accomplished—that of crossing the Culebra Range, and overcoming the freshets of the Chagres River.

CONSTRUCTION OF RAILWAYS.

The British Chargé d'Affaires at Bogota has notified the Foreign Office that the Government of Colombia has entered into a contract with Mr. FRANCISCO J. CISNEROS for the extension of the Bolivar Railway. By the terms of the contract, Mr. CISNEROS is

uthorized to construct and put into working order a railway from Barranquilla, or any point on the line of the road between Barranquilla and Puerto Colombia, to Sabanalarga or Usiacuri.

The gauge of the line shall be 3 feet 3⅓ inches; minimum weight of the rails, 35 pounds per yard. The work in all respects, s to be constructed with a view to permanency, with sufficient stations, warehouses, and other appurtenances.

A contract has also been made with Mr. ALBERTO J. ROCA for the construction of a railway from Ocana to a point on the Magdalena River. The line shall be narrow gauge, with gradients not exceeding 3 per cent and curves with a radius not less than 328 feet. The contractor, in constructing and operating the road, is required to meet all the needs of traffic.

COSTA RICA.

THE ABANGARES MINING SYNDICATE (LIMITED).

On February 23 of the current year, the Congress of Costa Rica approved the contract entered into between the Ministry of the Treasury, and the English company known as the Abangares Mining Syndicate (Limited). This corporation binds itself to exploit the Abangares mining region in the province of Guanacaste. The company is exempted for fifty years from the payment of all national imposts that may hereafter be established, except as provided elsewhere in the contract. It shall also be exempted, for the same period, from the payment of import duties on the machinery and other articles it may introduce for its works. Should the company make use of its own wharves for the importation of the articles free of duty, no wharfage will be charged; but should it utilize the Government piers, it will have to pay these dues. It is understood that the exemption from duties and other charges relates solely to articles introduced by the company with the exclusive object of exploiting and preserving the mineral lodes. The company is to pay an annual tax of 1 per cent on the gross output of the mines for the first twenty-five years of the life of the contract, and of 2 per cent annually during the succeeding twenty-five years. With respect to municipal taxes, the company must pay those of a general character now

or hereafter to be imposed. The company is given the right construct the wharves, tramways, and railroads, and to erect telegraph and telephone lines it may deem necessary for the service of the enterprise.

The company is bound to give free transportation over its road and tramway lines to public officers, as well as to national war material; to furnish the free use of its wharves for Government purposes; to transmit without charge official dispatches over its telegraph and telephone lines, and to invest not less than £50,000 in its enterprise in Costa Rica. The company is empowered to transfer to one or more persons or companies the rights granted by the contract; but it can not transfer the same to foreign Governments or admit them as partners. The term of the contract is fifty years, reckoned from the date of its approval by the Congress. The contract shall lapse in case the company fails to begin work within the six months succeeding the approval of the same, should work, after its commencement, be suspended for three consecutive years; or should the company fail to pay the percentage tax mentioned above.

As a guaranty that the work will be begun within the stipulated time, the company has deposited $10,000 (Costa Rican money) in the public treasury, which amount will escheat to the Government should the work not be commenced within the time mentioned.

ECUADOR.

RUBBER CULTURE.

Consul-General PERRY DELEON sends to the Department of State from Guayaquil, under date of February 26, a report in regard to rubber culture in Ecuador, from which the following is summarized:

The cultivation of the rubber tree in Ecuador is a new industry; hitherto the rubber has been extracted from trees growing wild in the forests, but the reckless manner in which this has been carried on has practically destroyed the forests and the source of supply. In remote regions there are still large forests, which, owing to their inaccessibility and want of means of transportation, are as yet

hed. An effort is being made to obtain from the Government
t year concession for the exploitation of rubber and quinine
Province of Tungurahua, covering an area of from 8 to 10
leagues. The chief products of the republic are cocoa
fee, but it is hoped that the interest which is being developed
ubber industry will at some time make this of as much
ance,

sul-General DeLeon states that Ecuador produces every
species of rubber tree in great abundance, the best qualities
found in the more temperate regions of the tropics. The
lds the greatest quantity of gum at a temperature of about
hrenheit. Below 64° the gum quickly solidifies, closing the
and stopping the flow. Ecuador has immense tracts of
itable for the cultivation of rubber which can be had for a
ng. The consul-general, in his report, says:

satisfied that President ALFARO will warmly welcome American capital
lers. The latter should have sufficient means to support themselves
trees reach maturity. Living in this country is very cheap, nearly
ng growing spontaneously; food is inexpensive, and but little clothing is
. Should the projected railroad to Quito become a reality, immense
rubber forests will be rendered available for exploitation which at
are too remote to be utilized.

GUATEMALA.

TRADE-MARK AND PATENT LAWS.

w are published the principal Articles of the new trade-
nd patent laws, promulgated in Guatemala on November
December 17, 1897, respectively:

TRADE-MARK LAW.

1. Trade-marks are the denomination of articles or names of persons
distinctive form; emblems, monograms, engravings, or fruits, seals,
and reliefs, specially designed letters and numbers, cases or wrappings
es, and any other feature by which it is desired to distinguish the pro-
a manufactory or articles of trade.

2. The mark may be placed on the covers or wrappings, or on the arti-
selves.

3. The following shall not be deemed trade-marks:

tters, words, names, or distinctive designs the Government may or
se.

2. The form given the products of the manufacturer.

3. The color of the products.

4. Terms or phrases that may have come into general use.

5. Designations usually employed to indicate the nature of products or the class to which they belong.

6. Immoral pictures or words.

ART. 4. The absolute ownership of a mark, as well as the right to object to the use of any other mark that may, directly or indirectly, produce confusion between products, rests in the manufacturer or merchant who has complied with the requirements of this law.

ART. 5. The exclusive ownership of a mark shall only be acquired in connection with industries of the same class.

ART. 6. The use of a mark is optional. Nevertheless it may be made obligatory should the necessities of the public service so require.

ART. 7. The title to a mark is inheritable, and may be alienated by contract or by will.

ART. 8. The assignment or sale of an establishment carries with it that of the mark unless otherwise stipulated, and the grantee has the right to make use of its distinctive mark, even though it be merely a name, in like manner as the grantor, without limitations other than those expressly imposed in the assignment or conveyance.

ART. 9. The assignment of a mark must be recorded in the Trade-Mark Office in order to acquire the rights conferred by this law on registered trade-marks.

ART. 10. Only such marks will be considered as registered and carry the property rights hereby conferred as shall have received a registration certificate from the Trade-Mark Office.

ART. 11. The protection accorded a person engaged in manufacture, trade, or industry with respect to the exclusive use of the mark is limited to ten years, which may be extended indefinitely for other like periods by reregistration and payment on each renewal of the fees established in article 22.

ART. 12. Private persons may adopt, for the lawful products of their manufactures of business, the proper names and distinctive devices they may deem appropriate, excepting only:

1. The coat of arms of the Republic or of any nation, unless the authority of the Government thereof is shown.

2. The portrait of any person other than the manufacturer, merchant, or tradesman without his previous consent; and,

3. Distinctive devices that may create confusion with other registered marks.

ART. 13. All persons desiring to obtain the title to a trade-mark must apply for the same to the department of state for promotion.

ART. 14. Applications for trade-marks must be written on 25-cent stamped paper and must be accompanied by:

1. Two copies of the mark or distinctive design it is desired to use.

2. A description in duplicate of the mark or design, in the case of figures or emblems, stating the class of articles for which intended, and whether they are to be applied to the products of a manufactory or articles of trade.

. A receipt showing the payment into the national treasury of the fee ıblished by Article 22, which fee will be returned in case the registration of mark is denied, and

.. A power of attorney in due form, in case the applicant does not appear in son.

ART. 15. Should the mark contain any countersign, and should the persons :rested desire to make any reservation with respect thereto, they may place statement in a closed envelope, sealed with a wax seal, which shall only be :ned by the jurisdictional judge in case of litigation or criminal prosecution.

ART. 16. The Assistant Secretary of the Department shall note at the foot the applications the date and hour of receipt, signing, and sealing the same, l the intertested party shall be entitled to a receipt for the application stating hour of filing the latter.

ART. 17. Priority of registration shall be determined by the day and hour of ıg the application.

ART. 18. Applications for trade-marks shall be ordered published for one nth in the "Diario Oficial," after which they will be sent to the Trade-ırk Office for report. Should no protest be filed, and the application be fav-ıbly acted on, an Executive decree will issue ordering their registration. To s end the original record and sample shall be sent to the Trade-Mark Office order that it be duly recorded, the number, folio, and liber be noted on the :ord, and it will be filed as evidence of compliance therewith. The registra-ın certificate, with one copy of the registered mark attached, shall serve as e proprietary title to the said mark.

ART. 19. In case of protest or adverse report on the application for regis-ation of a mark, the matter will be heard by the Secretary, who will determine e final action to be taken, unless there are preliminaries to be settled.

ART. 20. All disputes between private persons touching the right to use a ark, counterfeit or imitation thereof, are exclusively within the jurisdiction of e court.

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ART. 22. For the registration and certificate of a mark, whatever its origin, fee of thirty pesos will be charged.

For the registration and certificate of assignment, fifteen pesos will be charged.

For transcripts of certificates subsequently requested, five pesos will be charged, ver and above the value of the stamped paper upon which it is spread.

These fees will be paid into the National Treasury.

* * * * * * *

ART. 24. Manufacturing enterprises with whom the Republic has existing reaties upon the subject shall register their marks by the owners presenting iemselves either in person or through legally empowered attorney and filing roof of the registration of such mark abroad. Each document must be trans-ted, if necessary, and in all cases legalized.

ART. 25. Whoever has registered his marks has full rights thereto until the urts order otherwise. Consequently, permission to use the same may be inted or conferred by advertising the fact in the "Diario Oficial" the assign-nt or conveyance.

Persons having heretofore failed to fulfill these requirements must take care do so in order to preserve their rights.

ART. 26. The name of a merchant and that of a firm and the distinct mark or device of a house dealing in a special class of articles constitute indu trial property under the provisions of this law.

ART. 27. Should a merchant wish to engage in an industrial pursuit alread carried on by another under the same name or distinctive device, he must adop a modification which shall make such name or device clearly distinguishable fro that used by the person or firm first engaged in the business

ART. 28. Joint stock companies have the right to their name the same as a individual, and are subject to like rights and obligations.

ART. 29. The right to the exclusive use of a name as industrial propert ceases with the retirement from business of the house bearing the same.

ART. 30. Registration of the name in order to exercise the rights grante hereby is unnecessary, save when it forms a part of the trade-mark.

ART. 31. Registration of marks is understood as attaching no responsibilit whatever to the Government; but persons believing themselves injured by thir parties are entitled to resort to the courts for the prosecution of the prop civil or criminal actions.

ART. 32. The following shall be punished by imprisonment from six month to one year, commutable in whole or in part, pursuant to Article 46 of th Penal Code—that is to say:

1. All persons counterfeiting or in any way altering a trade-mark;

2. All persons placing a trade-mark other than their own upon their pro ucts or commodities;

3. All persons knowingly selling, exposing for sale, lending themselves to th sale or circulation of articles bearing a counterfeit or fraudulently applied trad mark;

4. All persons knowingly exposing for sale, or lending themselves to the sa of, counterfeit trade-marks, and those selling genuine trade-marks when ignora of their owner;

5. All persons who with fraudulent intent place or cause to be placed up an article of trade a false announcement, or any other statement regarding th registration of the trade-mark, or the nature, quality, number, weight, or dime sions, or relating to the place or country where the same was manufactured issued, and

6. All persons knowingly selling, exposing for sale, or lending themselves the sale of commodities bearing any of the false announcements or statemen mentioned in the foregoing clause.

ART. 33. In order to constitute an offense it is not necessary that the cou terfeiting shall embrace all the articles which ought to bear the mark; applyi to one article will suffice.

ART. 34. A simple attempt to commit the offense does not incur respon bility, civil or criminal, but shall entail the destruction of the tools intended be exclusively used in the counterfeiting.

ART. 35. All persons selling, or exposing for sale, commodities bearing appr

ted or counterfeit trade-marks are bound to give the merchant or manufac-
r owning the same full notice in writing respecting the name and address of
person who shall have sold them or obtained for them the commodity, as
as regarding the time when such sale began, and in case of refusal they may
egally compelled to disclose the information under penalty of being held as
mplices of the offender.

ART. 36. Merchandise with a counterfeit trade-mark found in the possession
he counterfeiter or his agents shall be seized and sold, and the proceeds
eof, after deducting the costs and indemnities herein provided, shall be
idicated to the treasuries of the charitable institutions of the locality.

ART. 37. Counterfeit trade-marks and the tools employed especially in the
nterfeiting, found in the possession of the counterfeiter or his agents, shall be
troyed.

ART. 38. Criminal prosecution shall not be instituted on motion of the
vernment and attachés, only to the aggrieved parties; but once instituted,
prosecution may be continued on motion of the District Attorney of the
partment. The complainant may withdraw his action up to the time of
gment.

ART. 39. All persons aggrieved through violations of the provisions of this
may bring action for damages against the author of the fraud and his
ifederates. Judgments against the defendants shall be published at the cost
the plaintiff.

ART. 40. No civil or criminal action shall be brought after the expiration of
ee years from the commission or repetition of the offense, or after the expi-
ion of one year from the day upon which the owner of the trade-mark had
tice of the fact for the first time. Acts interruptive of the limitation are
h as are determined by civil law.

ART. 41. The provisions of this law are applicable to all persons making use
the name of a merchant or firm, of the design or name of a business house,
dustrial establishment, or factory, without due legal authority.

ART. 42. All persons engaged in industry, trade, or manufacture who,
on the promulgation of this law, shall possess a trade-mark registered in the
epublic shall only secure the exclusive right to the use thereof pursuant to
is law by complying with its terms. They are granted for this purpose a
riod of six months, reckoned from the date of promulgation.

ART. 43. Should several persons engaged in industry, trade, or manufacture,
rior to the promulgation of this law, have made use of one and the same trade-
ark, the right to the exclusive use thereof shall rest henceforth in the person
ho shall prove to have made the first legitimate use of the same.

Should none of the applicants furnish evidence of priority of said use, the
wnership of the trade-mark shall be granted to the person conducting business
n the largest scale.

ART. 44. Failure to register a trade-mark within the time provided in Article
, will preclude any person from asserting the use made thereof before the
ssage of this law in order to claim the right of priority.

ART. 45. In order that foreign trade-marks may enjoy the benefits of this law

they must be registered in accordance with the treaties relating thereto. Tl owners thereof, or their duly authorized agents, are the only persons who ma apply for registration.

NEW PATENT LAW.

* * * * * * *

ART. 2. Every Guatemalan or alien residing in the Republic who invents a machine, instrument, or mechanical apparatus, any manufacture of whatev kind, or process of useful application to the sciences or arts, may obtain fro the Government a patent securing to him the property right in and to his inve tion for a term of from five to fifteen years.

Whoever shall improve a patented discovery or invention is entitled to app for an additional patent, which will not be granted for a period longer than tl unexpired term of the life of the original patent.

ART. 3. New discoveries or inventions shall be held to be: New industri products, new methods, and new applications of known methods for the attai ment of a result or of an industrial product, either through a wholly origir process or through the perfecting of a process already known.

ART. 4. Patents will not be issued for discoveries or inventions known in t country or abroad as the whole or part of a process already in use.

ART. 5. The issuance of letters patent entails a fee of 30 pesos per annu during the life of the patent, payable into the public treasury.

ART. 6. The said annual payments will be made into the national treasury follows: The first upon the issuance of the letters patent, and the subseque payments during the first ten days of January, under pain of cancellation by t issuing office.

ART. 7. Patents will not issue when the invention or improvement is adve to rights previously acquired by third parties, or contrary to safety, pul health, or morals.

ART. 8. Patents expire:

1. When issued to the prejudice of the rights of third parties after decree judgment of a competent court.

2. For failure to carry into execution for one year the industry or enterpri for which the patent was granted.

3. For abandoning the enterprise or industry for one year after its establisl ment.

4. When the products made are inferior to the samples presented by reaso of adulteration.

The cancellation shall be declared by the competent court on motion of an private person or the treasury department.

ART. 9. Any person perfecting the patented invention of another shall no make use of the original without agreement with the inventor, nor shall the lat ter make use of the improvement patented by the former without his authority.

ART. 10. The patent is understood to apply only to the process, and not to the products obtainable through a different system of elaboration.

ART. 11. Upon the expiration of the term for which the patent is issued

e descriptions of the author or inventor will be published; copies thereof may : made, and manufacturing through the process patented shall be free.

ART. 12. Every Guatemalan or alien who has resided one year in the country ho shall invent or perfect any machine, instrument, apparatus, manufacture dustrial method or process may receive from the Executive the respective ıtent. Inventions made abroad may be patented in this Republic only when new industry may thereby be established in the country, owing to the process manufacture being secret, and in all cases when there exist international eaties or conventions so proving.

ART. 13. The Government upon granting a patent leaves unimpaired the ght of third parties to adduce in court any better right they may have under ıe law.

ART. 14. Applications for patents must be filed in the Department of Pro- ıotion on paper bearing a 25-cent stamp on each sheet. The Assistant Secre- ary must at once note at the bottom of the application the hour and day of iling, giving the applicant a receipt should he request the same.

ART. 15. Applications must be accompanied by samples, drawings, or models, as the case may be, and by a sworn statement made and signed before a notary, containing a clear description of the invention and the averment that it was previously unknown. The application must also be accompanied by a voucher showing the payment of the fees referred to in Article 5.

* * * * * * *

ART. 22. Every person having obtained letters patent for an invention or improvement may assign his rights under any conditions he may deem best, pro- vided the person bound to the payment of the annual fee is designated, the assignment is by deed duly recorded in the register of patents, and that announcement be made in the official newspaper.

ART. 23. The assignment must state whether the right to manufacture only is granted or whether an absolute title is conveyed, and whether it is limited to a certain locality or to the whole Republic.

ART. 24. The following shall be punished by imprisonment for from six months to one year, commutable in whole or in part, according to Article 46 of the Fiscal Code.

1. All persons counterfeiting patented machines, apparatus, or pieces thereof.
2. All persons who knowingly deal in such counterfeit articles.
3. All persons counterfeiting patented products or manufactures.
4. All persons knowingly dealing in any such articles.
5. All persons who shall have made a false statement against the tenor of Article 15.
6. All persons who shall make an article appear patented when it is not legally registered.

ART. 25. All persons selling articles which are counterfeits of those patented are bound to give the patentee notice of the name of the author or seller thereof and of the time when they were delivered to them; and they will be considered as accomplices in case they do not give a satisfactory explanation of their actions.

ART. 26. Aside from the penalty imposed by article 24, the counterfeit articles will be confiscated and the seller will be liable in damages.

ART. 27. No civil or criminal action will be instituted when the articles of legitimate origin do not show any indication of having been patented and do not bear a patent number, provided it is possible to show it. Nor can such actions be prosecuted after the expiration of three years from the commission or repetition of the offense or after one year reckoned from the day upon which the patentee had knowledge of the fact for the first time. Acts interruptive of the limitation are determined by the civil law.

ART. 28. Workmen who divulge the secrets of the manufactories where they are employed, with reference to patented processes, are accomplices in the offenses enumerated.

HONDURAS.

RESOURCES OF THE COUNTRY.

The following article, treating of the resources of Honduras, is taken from a communication written by Dr. GEORGE BEN JOHNSTON, who spent much time in studying the conditions of the country, and addressed to Señor E. C. FIALLOS, formerly Secretary of the Legation of Honduras in the United States:

The past proves by records the richness of the mines (gold and silver). The eagerness with which mining claims are sought and developed by sagacious and experienced North American miners, and the results they have obtained by advanced methods, substantiate your statement "that the principal wealth of Honduras lies under the ground." The number of argentiferous and auriferous deposits and their richness, coupled with the liberality of your mining laws, offer to the prospector all that he could wish.

Your forests are a source of even as great wealth as your mines and more available, requiring less skill and capital to make them yield a profit. The cabinet woods abound, and are of a quality not to be surpassed by any. Notably among these are the rosewood, mahogany, ebony, and ronron. The accessibility of these trees to navigable waters, their gigantic size, and uncommon fineness of texture render them peculiarly valuable.

Nowhere have I seen such a variety of medicinal herbs; growing unplucked are many which command high prices and ready sale in our markets and those of Europe. With little training the inhabitants could gather and prepare thousands of dollars' worth of roots and leaves, from the sale of which handsome sums could be realized. That singular and interesting orchid the vanilla bean, is almost everywhere found, and with care in its cultivation and preparation could be made to rival its Mexican neighbor. Allspice grows profusely in Olancho and is not utilized. The yucca, from which an excellent starch can be extracted by simple and inexpensive processes, flourishes on every hillside.

Journeying through Honduras one is never out of sight of a fiber plant. Perps the most important are the mescal and pita. A very superior quality of rdage, bagging, and coarser fabrics can be made from them by very simple thods. The fineness, strength, and gloss of the pita fiber render it capable higher development. From it a fabric as strong as linen and as soft and brilnt as silk could be woven. It would also furnish a stock that would make per equal in toughness and durability to parchment.

Peanuts could be cultivated very advantageously, and would yield, as they ave done with us in Virginia, handsome returns. The tobacco of Honduras already well known in the States and abroad. The output, however, is insignificant, as compared with what it should be, that it has not attracted the ttention it deserves. It has soil and climate that will produce all grades of bacco, from our heavy Western to the delicate and fragrant leaf of Cuba. I ve seen in the villages of Honduras cigars made from native tobacco and sold 2 cents apiece that would rival the best cigars exhibited for sale in our shops. obacco should be one of your most important products, for your soil produces with scarcely no work, and your climate facilitates curing it.

Sugar cane and cotton are perennial, and with trifling labor could be made ost important crops. The large size and succulence of the cane stalk are very iking. The fineness of the cotton fiber is equally so. These crops could be ltivated and reduced to a marketable shape in Honduras at a far less cost than Louisiana or Texas, where they are a source of great revenue.

The character of the climate practically does away with the "seasons" in e cultivation of the soil when irrigation is brought to assist. Hence the raisg of fruits and vegetables for canning and preserving could be reduced to a egree of certainty with a minimum expenditure of labor. Neither France nor alifornia will produce finer grapes. Peaches, figs, dates, and olives can be ltivated everywhere, and would thrive as the wild "guayaba," from which a elicious jelly is made.

Your horses and mules are somewhat under size. This defect comes from reeding "in and in." The introduction of some new blood would remedy his and bring up the standard to quite a degree of perfection; for notwithtanding the smallness of the horse he is very strong and spirited, and capable f great feats of endurance, thus exhibiting qualities admirable to build on. Your cattle, too, suffer from the same cause. These, however, are of a better rade than the average western cattle, and far more beautiful in form. The ast expanse of splendid grass lands over which I have traveled and upon which saw no herds depressed me. The valleys with their perpetual verdure, widespreading trees and crystal streams should have been studded with herds of fat attle, and the hillsides with flocks of sheep and long-haired goats. The abunlance and fine quality of native grasses, and the number and ample size of the treams of sweet, pure water render the country remarkably well suited to razing purposes.

A mistaken idea concerning the healthfulness of all of the Central American ountries exists among a large class of my countrymen. Where the climate is o uniform (never excessively hot), where the drainage is so perfect, and where

pure water is so abundant, disease can not prevail. Nowhere have I seen healthier people.

Your Government is now so stable, so free from internal strife that formerly harassed it, that life and property find such protection as our own affords, and this adds to the inducements the natural resources of the country offer.

MEXICO.

JAPANESE COLONY.

From "El Progreso de Mexico," it is learned that Mr. KOBAYASHI and Mr. H. KAWAMURA, of Tokio, arrived at San Francisco on the steamer *Gaelic* February 23 last, en route for Mexico, for the purpose of making arrangements, on a large scale, for Japanese colonization in that country. In the course of an interview Mr. KOBAYASHI stated that all preparations have been made for the establishment of a Japanese colony on an extensive strip of territory adjacent to the port of San Benito, and contiguous to the Guatemalan frontier. This land, 100,000 acres in extent, was purchased by Count ENOMOTO, ex-Minister of Agriculture of Japan, in connection with a wealthy landed proprietor of that country, pursuant to a treaty between the Mexican and Japanese Governments, ratified last year. The promoters of the scheme rely upon the aid of the Japanese Government.

The object of the two visitors is to inspect the land and distribute it among the colonists, which will be done at the earliest possible moment. They state that the entire area will be devoted to coffee raising. It is also purposed to establish a line of steamers between the cities of San Francisco and Acapulco, to connect with the Japanese line crossing the Pacific.

EXPORTATION OF CATTLE.

The statement is made in the "National Provisioner," published in Chicago and New York, in its issue of March 26, that the cattle supply of Mexico is almost wholly exhausted. This state of affairs is attributable to the unusual demand for Mexican beef which began about two years ago. The cattle used were drawn from the States of Chihuahua and Sonora at the rate of from 5,000 to 6,000 head per month. In addition, the movement of live stock to the United States in the past twelve months has been

markable. This demand still goes on unabated. The result is at the seemingly inexhaustible herds of northern Mexico have een greatly depleted. It is apparent from this that Mexican attlemen have realized handsomely from their ranches.

CONTRACT WITH MEXICAN TELEGRAPH (CABLE) COMPANY.

On November 15, 1897, the Mexican Government, through he Secretary of Communication and Public Works, made a contract, which was subsequently ratified by Congress, with the Mexican Telegraph (Cable) Company whereby the international telegraph service of the Republic shall be done through the lines of that Company in connection with the Western Union Telegraph Company in the United States. By this agreement the Western Union Company is permitted to unite its wires with hose of the Federation, either by means of overhead or under round wires, at Laredo, Tamaulipas, Ciudad Juarez, Chihuahua, nd Nogales, or by submarine cable.

By the terms of Article 24, the Mexican Telegraph Company inds itself to pay to the Government of Mexico 15 per cent of ie annual profits accruing from the international service of the Republic through the northern frontier or by its cable. The Company guarantees that the proceeds of the said 15 per cent hall not be less than $20,000, gold, per annum during the existnce of the contract.

Article 26 says:

> From the promulgation of this contract and during its continuance the international telegraph service of the Republic shall only be conducted by the Federal Government, the Mexican Telegraph Company, and the Western Union Telegraph Company, pursuant to the stipulations hereof. * * * The expression "international telegraph service" includes the telephone service and all exchange of messages either direct by actual contact of the lines, or indirectly by exchanging telegrams through messengers or otherwise.

In case of failure to carry out the stipulations contained in the first paragraph of this Article, the Mexican Telegraph Company may suspend payment of the 15 per cent of the profits referred to.

THE DRAINAGE CANAL.

The enormous work of constructing a canal for the drainage of the Valley of Mexico is, with the exception of a few finishing

touches now completed. It is stated that within the next si months this enterprise, which has interested engineers in Mexic since the original undertaking in 1607, will be in practical oper tion. The contract, which has led to the final accomplishment o the purpose, was signed on December 25, 1889, between th Mexican Government and Messrs. PEARSON & SONS, contractors, o London. In its completed state the entire work, including can and tunnel, will be 40 miles long and will have cost approx mately $20,000,000.

The Valley of Mexico is an immense basin, containing 2,20 square miles, with a mean altitude above sea level of 7,413 fee Originally it was an inland salt sea, and the processes of natur seepage, evaporation, etc., left a series of lakes, which have bee a constant source of danger to life and property and a menace t the health of the residents of the City of Mexico and of the vi lages and hamlets surrounding it.

Señor ROMERO, Mexican Minister to the United States, in a article contributed to the "Engineering Magazine" in 189 speaking upon this subject, said:

> When the existing danger of floods is removed and the sanitary evils a remedied by a proper system of drainage, the increased security that will enjoyed by life and property will certainly have its effect on the prosperity the city. Property will rise in value, the population will grow rapidly, not mention the tide of tourists that will set in from the United States, and tl will mean larger revenues for the municipality.

LEASE OF THE TEHUANTEPEC RAILWAY.

A contract has been signed by the Mexican Government an the firm of S. PEARSON & SONS, of London, whereby the Gover ment leases to the above-named firm, for a period of fifty yea dating from April 1, 1898, the Tehuantepec railway, including a its appurtenances. The lease carries with it the contract for ma ing good and safe harbors at both termini of the road, i. e., Coatz coalcos and Salina Cruz. By the terms of the agreement Mess PEARSON & SONS are required to put the road in good operati condition and maintain it so, and at the expiration of the lea hand it over to the Government in a similar condition. The Go ernment guarantees that the net revenues of the line shall amou to 6 per cent on the outlay for betterments. All profits in exc of this amount shall go to the national treasury.

NICARAGUA.

EVAPORATED BANANAS.

Mention was made some time ago, based on information furnished e BUREAU by Mr. M. J. CLANCY, United States consular agent Bluefields, Nicaragua, that experiment was being made of ipping, in the evaporated form, the waste production of bananas rown in that district, to the markets of the United States and urope. It was noted that millions of small bunches not suitale for exportation were thrown into the river or allowed to rot pon the ground. In addition to saving the fruit, it was intimated at should the experiment prove successful there would be open the manufacturers in the United States of implements adapted this industry a new and very extensive field. As additional formation bearing upon the subject, the following letter of Mr. LANCY, published in the "Bluefields Recorder" of March 5, 1898, given place in the BULLETIN:

UNITED STATES CONSULAR AGENCY,
Bluefields, Nicaragua, February 28, 1898,

ALENTINE BROS.,
Purchasing Agents for the Honduras Railroad Company,
New York City, N. Y.

GENTLEMEN: I am in receipt of your favor of the 17th instant this morning reference to the industry of evaporated bananas. To begin with, there are Bluefields banana district millions of stalks of bananas, from seven hands wn, that are annually either thrown into the rivers or allowed to rot where ey are cut, for want of a market for that size fruit. Should the business of aporating bananas prove successful, it will be a boon to many a planter along e Escondido River and its tributaries.

The industry is not what might be called even in its incipient stage as yet, r the reason that the evaporating machines in present use are improvised, memade ones, while the men engaged therein know absolutely nothing about e principle of evaporating fruit. That was my reason for reporting the matr to the Bureau of American Republics, so that it would be given publicity. hen men who are conversant with the business of manufacturing machines for aporating fruits would see the unbounded market for a proper machine, they ould design one adapted for this special work.

On the Samoa Islands the natives dry the bananas in the sun and export what not used by home consumption, but the market where they are shipped to I n not find out. The director of the National Park or Museum at Copengen, Denmark, would give an order for a specific monthly supply could he

find any one that would agree to do so. The banana in this form is used by confectioners as the base in the manufacture of candied fruits, and for animals in public parks it is considered excellent food, as well as for home pets. Germany, Norway, and Sweden, where evaporated bananas have been introduced in a small way, are all good markets. I am informed that the bananas are on the free list in Germany and France, while the import duty in the United States is 2 cents a pound gold. The fruit is sold here at wholesale for 20 cents a pound Nicaraguan currency (8 cents United States currency) and retails at 30 cents a pound Nicaraguan currency. Bear in mind that owing to the fluctuation of the rate of exchange the price can only be estimated in United States money. It is the intention to sell the bananas to dealers f. o. b. at either New Orleans or New York for 10 cents a pound gold in large quantities. The fruit is put up in 5-pound lots at present, in very unattractive wooden boxes. Will send you a box to New York, as well as to Puerto Cortez, Honduras, some time next week.

When the proper appliances for the manufacture or evaporation of large quantities are inaugurated, the bananas would be shipped in barrels either to the United States or Europe, and the wholesale purchaser could put them up in packages suitable to the wants of his customers. As soon as the bananas are thoroughly ripe, they are peeled and put into an oven made from sheet iron and are dried, just as bread is baked in a stove. They remain there from twenty-four to forty-eight hours, with a temperature guessed at, because there are no thermometers to obtain the proper degree of heat, after which they are allowed to cool, and then they are packed in boxes and are ready for market. Six pounds of ripe bananas are required to make one pound of the evaporated fruit.

I might here remark that the longer the bananas are in the oven the more the saccharine matter contained in them is crystallized and appears on the surface of the fruit after desiccation.

From what I can learn, the successful producers of evaporated bananas, put up in a neat and attractive manner, can demand and obtain their own price and have more orders than they can possibly fill. Bluefields is one of the largest banana districts in the world, and as a result has an unlimited supply of fruit that can be used for this purpose.

Experiments are also being made in the manufacture of banana flour. It is claimed for this article that for cakes it excels the best buckwheat and can be used for both bread and biscuit, which for dyspeptics and invalids is highly recommended, and it is said that in the brewing of beer it can take the place of hops. Then again, its cheapness of production and sale is a drawing card. I am satisfied that were you to write either Mr. William Edwards or Mr. Ed. Neuhaus, Rama, Nicaragua, who are practical pioneers in this industry, that they would be more than pleased to answer any inquiry made by you on this line.

Any time I can serve you I will cheerfully do so.

Yours,

M. J. CLANCY,
United States Consular Agent.

TRANSPORTATION ON SAN JUAN RIVER AND LAKE NICARAGUA.

Mr. W. B. SORSBY, United States consul at San Juan del Norte, under date of February 25, advises the Department of State that on account of a disagreement between the Government and the Nicaragua Mail Steam Navigation and Trading Company, and the decision of the arbitrator adversely to the company, all traffic between Granada and San Juan del Norte is for the present suspended.

It appears, from the statement of the arbitrator, Gen. E. P. ALEXANDER, that for a number of weeks, beginning about November 1, 1897, the Government, apprehensive of a political outbreak and civil war, placed a guard of soldiers upon each of the company's boats to prevent its seizure by the revolutionists. In the performance of this duty the soldiers traveled back and forth on the boats, providing their own rations. The contention of the company that these troops be considered as passengers, and that the Government should pay fares for their transportation, was decided adversely to the company by General ALEXANDER, who had been requested by both parties to act as arbitrator in the case.

In consequence of this decision, the Navigation Company suspended all transportation traffic on the Lake and River, and the Government has formally taken possession of all the steamers.

Consul SORSBY says that it is possible that the Government will run the boats on its own account; in which case communication with the interior will be resumed. The steamers, and the contract with the Government belong to Mr. PELLAS, an Italian subject.

SANTO DOMINGO.

The following table shows the exports of the leading p
tions of the Republic of Santo Domingo for a series o
beginning with 1892, compiled from the latest official sou
the San Domingo Improvement Company:

Articles.	1892.	1893.	1896.	
Sugar.....pounds..	56, 501, 700	68, 833, 400	86, 866, 239	10
Coffee.....do....	1, 105, 500	3, 104, 050	2, 422, 399	
Cacao..... .... do....	2, 146, 000	4, 154, 600	4, 308, 823	
Tobacco.....do....	13, 103, 300	14, 620, 800	6, 332, 208	
Honey..... .....gallons..	83, 922	103, 473	38, 562	
Wax.....pounds..	1, 543	2, 375	292, 828	
Goat skins.....	7, 670	10, 207	58, 124	
Hides.....	11, 708	27, 729	13, 490	
Horns.....	.....	800	928	
Logwood.....pounds..	38, 413, 760	41, 657, 280	23, 070, 000	
Mora.....do....	15, 685	3, 012, 800	389, 000	
Bera.....do....	293, 440	40, 320	1, 460, 480	
Dividivi.....do....	26, 880	789, 600	1, 304, 929	
Mahogany logs.....feet..	859, 482	104, 651	232, 498	
Mahogany forks.....do....	96, 916	1, 042, 945	62, 725	
Espinillo.....do....	155, 359	121, 740	90, 892	
Cedar.....do....	12, 000	315	58, 160	
Abey.....do....	.....	3, 625	2, 740	
Yaya.....do....	471, 188	622, 127	12, 000	
Guayacan.....pounds..	5, 642, 560	6, 493, 760	1, 208, 000	
Old copper.....do....	17, 060	2, 095	4, 029	
Kola nuts.....	.....	.....	400	
Turtle shell..... .....pounds..	424	426	257	
Resin.....do....	.....	4, 350	7, 944	
Rum..... .....gallons..	45, 542	43, 433	2, 160	
Bananas.....bunches..	.....	400	88, 153	
Mexican dollars.....	....	.....	180, 160	
American gold.....	.....	.....	.....	
Molasses.....gallons..	316, 096	8, 470	1, 777, 119	

UNITED STATES.

TRADE WITH LATIN AMERICA.

STATEMENT OF IMPORTS AND EXPORTS.

Following is the latest statement, from figures compiled
Bureau of Statistics, United States Treasury Department, V
INGTON C. FORD, chief, showing the value of the trade b
the United States and the Latin-American countries. Th
is for the month of January, 1898, corrected to March
with a comparative statement for the corresponding month

r; also for the seven months ending January 31, 1898, ith the corresponding period of the fiscal year 1897. : explained that the figures from the various custom- ing imports and exports for any one month are not he Treasury Department until about the 20th of the onth, and some time is necessarily consumed in com- printing, so that the returns for January, for example, ished until March.

RTS OF MERCHANDISE BY THE UNITED STATES.

and countries.	January—		Seven months ending January—	
	1897.	1898.	1897.	1898.
alo campeche; Pau Campêche)—				
.....	$1, 210	.....	$8, 525	$20, 130
s (*Carbón bituminoso; minoso; Charbon de neux*):				
.....	18, 714	$15, 371	111, 802	113, 585
Coco ou Cacão crú;				
ica.....	.....	.....	4, 224	.....
.....	56, 162	16, 245	247, 600	100, 081
America	47, 591	87, 253	583, 413	607, 861
ifé; Café):				
ica.....	476, 195	177, 299	1, 037, 281	1, 121, 197
.....	399, 318	378, 455	929, 506	1, 439, 002
.....	4, 629, 586	4, 138, 441	32, 259, 273	26, 352, 977
merica.....	742, 168	471, 101	6, 517, 767	5, 286, 250
factured (*Algodón en dão em rama; Coton, cturé*):				
a	18, 270	21, 533	55, 114	37, 946
enequén; Henequen; z)—				
....	387, 955	306, 230	2, 098, 361	2, 317, 603
anos; Bananas; Ba-				
erica.....	71, 670	64, 589	700, 759	751, 720
ica.....	27, 771	36, 545	298, 795	298, 459
ranjas; Laranjas; –				
.....	9, 457	234	250, 961	134, 198

IMPORTS OF MERCHANDISE BY THE UNITED STATES—Contin

Articles and countries.	January—		Seven months e January—	
	1897.	1898.	1897.	
Fur skins (*Pieles finas; Pelles; Fourrures*):				
South America	$3,391	$1,154	$16,066	
Hides and skins (*Cueros y pieles; Couros e pelles; Cuirs et peaux*):				
Central America	20,793	13,748	149,341	
Mexico	184,070	264,424	772,305	
South America	776,167	823,423	4,093,916	4,
India rubber, crude (*Goma elástica cruda; Borracha crúa; Caoutchouc, brut*):				
Central America	61,791	73,263	273,755	
Mexico	2,802	3,701	16,273	
Brazil	803,982	1,696,029	5,664,073	8,
Other South America	28,645	58,342	302,933	
Lead, in pigs, bars, etc. (*Plomo en galdpagos, barras, etc.; Chumbo em linguados, barras, etc.; Plombs, en saumons, en barres, etc.*):				
Mexico	162,972	168,587	835,316	
Sugar, not above No. 16 Dutch standard (*Azúcar, no superior al No. 16 de la escala holandesa; Assucar não superior ão No. 16 de padrão hollandez; Sucre, pas au-dessus du type hollandais No. 16*):				
Mexico	1,389	3,135	10,749	
Brazil	668,554	441,443	965,904	
Other South America	738,344	851,011	3,102,028	2,
Tobacco, leaf (*Tabaco en rama; Tabaco em folha; Tabac en feuilles*):				
Mexico	52,620	9,809	179,879	
Wood, mahogany (*Madera, caoba; Mogno; Acajou*):				
Central America	6,174	16,782	74,109	
Mexico	26,799	12,308	174,632	
South America	1,632	579	15,426	
Wool (*Lana; Lã; Laine*):				
South America—				
Class 1 (clothing)	531,728	102,831	611,069	
Class 2 (combing)				
Class 3 (carpet)	45,431	43,743	328,761	

EXPORTS OF DOMESTIC MERCHANDISE.

icles and countries.	January—		Seven months ending January—	
	1897.	1898.	1897.	1898.
l implements (*Instrumen-igricultura; Instrumentos cultura; Machines agri-*				
merica	$710	$208	$22, 912	$13, 637
	1, 776	19, 333	61, 535	67, 462
mingo	22	12	635	825
	17, 911	52, 273	296, 237	263, 561
	1, 475	1, 884	13, 548	12, 642
	194	91	2, 146	1, 844
ıth America	8, 489	13, 343	108, 685	119, 580
anado vacuno; Gado; Be-				
America	1, 060	950	8, 650	7, 018
		11, 261	15, 171	34, 100
America	831		2, 737	2, 500
rdos; Porcos; Cochons)—				
	25, 551	1, 159	220, 927	41, 098
Caballos; Cavallos; Che-)—				
America	2, 340	2, 000	32, 712	7, 600
	7, 192	15, 500	49, 602	39, 604
America	900	800	10, 455	4, 650
arneros; Carneiros; Mou-				
	852	2, 235	10, 387	8, 168
America	650	854	5, 243	7, 210
ps, engravings, etc. (*Li-ıpas, grabados, etc.; Livros, , gravuras, etc.; Livres, ; géographie, gravures, etc.*):				
merica	2, 398	4, 908	47, 956	31, 164
	20, 067	9, 924	127, 359	85, 189
ımingo	208	106	975	394
a	1, 047	1, 649	9, 931	14, 461
	2, 644	6, 853	34, 924	133, 048
a	8, 796	1, 265	60, 826	14, 315
uth America	8, 309	3, 808	32, 758	23, 276
aíz; Milho; Maïs)—				
l America	3, 235	5, 731	17, 535	38, 513
	87, 343	577	2, 366, 949	38, 358
Domingo	61	20	111	114
America	1, 617	2, 200	7, 809	31, 328
Trigo; Trigo; Blé)—				
l America	6, 239	2, 145	51, 956	24, 669
America	251	78	152, 301	1, 319, 618

EXPORTS OF DOMESTIC MERCHANDISE.

Articles and countries.	January—		Seven months e January—	
	1897.	1898.	1897.	
Breadstuffs—Continued.				
Wheat flour (*Harina de trigo; Farinha de trigo; Farine de blé*)—				
Central America	$94,625	$100,580	$632,301	$
Mexico	9,923	2,690	56,938	
Santo Domingo	17,728	15,201	88,972	
Brazil	325,506	328,142	1,859,703	2,1
Colombia	30,578	24,721	356,551	3
Other South America	103,949	144,463	861,174	1,0
Carriages, cars, etc., and parts of (*Carruages, carros y sus accesorios; Carruagons, carros, e partes de carros; Voitures, wagons et leurs parties*):				
Central America	13,360	1,024	90,996	
Mexico	27,124	16,144	240,349	4
Santo Domingo	2,298	6,968	11,760	
Argentina	23,890	27,081	99,137	
Brazil	35,424	93,206	60,412	1
Colombia	11,738	1,405	38,362	
Other South America	3,951	2,244	28,679	
Cycles and parts of (*Biciclos y sus accesorios; Bicyclos e accessorios; Bicyclettes et leurs parties*):				
Central America	4,772	945	41,943	
Mexico	5,955	5,017	42,156	
Santo Domingo	189	15	1,823	
Argentina	678	8,290	20,883	
Brazil	838	10,973	13,573	
Colombia	1,523	1,021	16,002	
Other South America	4,707	8,021	39,455	
Clocks and watches (*Relojes de pared y de bolsillo; Relogios de parede e de bolso; Pendules et montres*):				
Central America	1,037	490	6,832	
Mexico	2,523	1,118	16,592	
Argentina	1,291	7,709	25,227	
Brazil	769	2,313	47,407	
Other South America	8,116	10,803	57,609	
Coal (*Carbón; Carvão; Charbon*):				
Central America	331	738	20,033	
Mexico	68,989	77,414	318,290	4
Santo Domingo	3,363	1,078	14,146	
Brazil	18,840	19,265	43,606	
Colombia	9,495	2,699	12,746	
Other South America	3,133	427	12,597	
Copper (*Cobre; Cobre; Cuivre*):				
Mexico	5,595	1,163	7,440	
Cotton, unmanufactured (*Algodón no manufacturado; Algodão não manufacturado; Coton non manufacturé*):				
Mexico	170,365	254,276	1,016,060	1,0

EXPORTS OF DOMESTIC MERCHANDISE.

Articles and countries.	January—		Seven months ending January—	
	1897.	1898.	1897.	1898.
n cloths (*Tejidos de algodón; azendas de algodão; Coton, manufacturé*):				
ıtral America	$36,437	$30,966	$369,975	$216,828
xico	24,098	39,053	195,034	222,230
ıto Domingo	11,124	8,232	64,716	60,459
gentina	12,091	15,453	230,042	120,762
ızil	36,855	43,768	367,498	313,896
lombia	40,051	19,612	224,596	171,336
ıer South America	131,970	134,319	840,927	599,428
ing apparel (cotton) (*Ropa de ılgodón; Roupa de algodão; Vêtements en coton*):				
ntral America	24,520	15,980	145,046	102,379
exico	27,922	29,372	213,480	178,771
nto Domingo	137	2,757	17,400	11,479
gentina	3,378	3,829	42,170	19,596
azil	5,581	6,377	44,114	34,182
olombia	3,863	2,226	32,557	25,407
her South America	3,048	3,451	32,074	19,745
ts and nuts (*Frutas y nueces; Frutas e noxes; Fruits et noisettes*):				
ntral America	5,622	3,091	35,163	23,838
exico	6,829	5,160	50,222	35,544
nto Domingo	169	92	2,066	1,300
rgentina	.....	105	2,629	5,265
azil	579	454	8,995	9,644
olombia	679	1,033	5,678	7,025
ther South America	2,714	1,915	24,162	17,493
es and skins (*Cueros y pieles; Couros e pelles; Cuirs et peaux*):				
entral America	.....	.....	868	.....
exico	6,943	.....	25,240	1,022
s (*Lúpulos; Lupulos; Houblon*):				
entral America	435	1,141	989	2,278
lexico	39,835	388	39,971	25,673
nto Domingo	2	.....	287	3
outh America	51	161	514	635
ruments:				
lectric and scientific apparatus (*Aparatos eléctricos y científicos; Apparelhos electricos e scientificos; Appareils électriques et scientifiques*):				
Central America	6,526	11,949	41,982	35,442
Mexico	44,404	31,155	164,709	168,804
Argentina	9,488	.....	62,059	49,332
Brazil	4,867	8,322	60,112	72,397
Other South America	24,011	8,339	149,320	73,440

EXPORTS OF DOMESTIC MERCHANDISE.

Articles and countries.	January—		Seven months ending January—
	1897.	1898.	1897.
Iron and Steel, Manufactures of:			
Builders' hardware, and saws and tools (*Materiales de metal para construcción, sierras y herramientas; Ferragens, serras e ferramentas; Matériaux de construction en fer et acier, scies et outils*)—			
Central America	$11,403	$8,109	$87,081
Mexico	32,806	23,720	392,106
Santo Domingo	723	1,011	5,815
Argentina	8,998	21,749	134,407
Brazil	14,137	18,232	153,102
Colombia	12,415	9,992	74,355
Other South America	15,783	13,535	148,931
Sewing machines and parts of (*Máquinas de coser y accesorios; Machinas de coser e accessorios; Machines à coudre et leurs parties*)—			
Central America	12,833	2,982	53,993
Mexico	24,246	20,854	107,052
Santo Domingo	65	190	722
Argentina	2,180	1,297	62,760
Brazil	3,282	7,678	82,738
Colombia	14,408	4,316	70,816
Other South America	8,753	11,583	75,812
Typewriting machines and parts of (*Máquinas de escribir y accesorios; Machinas de escribir e accessorios; Machines à écrire et leurs parties*):			
Central America	265	.....	6,554
Mexico	1,702	3,670	14,832
Santo Domingo	.....	.....	142
Argentina	20	1,137	8,524
Brazil	77	80	3,157
Colombia	85	503	1,940
Other South America	408	702	5,669
Leather, other than sole (*Cuero, distinto del de suela; Couro não para solas; Cuirs, autres que pour semelles*):			
Central America	235	459	2,781
Mexico	865	965	10,842
Santo Domingo	.....	.....	430
Argentina	.....	1,879	3,393
Brazil	2,756	3,821	10,942
Colombia	218	4	1,528
Other South America	1,068	2,318	10,767
Boots and shoes (*Calzado; Calçados; Chaussures*):			
Central America	4,437	7,489	57,516
Mexico	4,491	7,768	25,618
Colombia	2,821	2,712	21,955
Other South America	1,064	2,511	17,121

EXPORTS OF DOMESTIC MERCHANDISE.

ticles and countries.	January—		Seven months ending January—	
	1897.	1898.	1897.	1898.
s: Rosin, tar, etc. (*Resina rdn; Resina e alcatrão; Régoudron*):				
America	$1,643	$486	$15,463	$7,597
	589	1,000	4,165	5,495
mingo	16	8	3,026	3,070
a	18	61	41,832	54,446
	19,369	8,627	169,904	130,309
a	2,614	1,562	11,061	6,675
uth America	3,349	11,786	60,310	63,987
, spirits of (*Aguarrás; az; Térbenthine*):				
America	238	301	2,562	1,660
	95	172	1,063	1,431
mingo	24	38	157	294
a		15,494	43,323	60,914
	4,868	4,212	22,115	35,397
a	556	372	3,511	2,609
uth America	4,545	4,677	23,279	24,455
ral, crude (*Aceites, minerudos; Oleos, mineraes, crús; minérales, brutes*):				
	31,009	25,265	206,687	190,833
ral, refined or manufac- (*Aceites minerales, refi- manufacturados; Oleos es, refinados ó manufactu- Huiles, minérales, raffinées ufacturées*):				
America	12,856	10,445	92,076	61,310
	18,317	15,156	99,409	104,656
mingo	4,020	8,229	18,157	26,721
a	69,343	77,461	769,647	576,673
	138,561	152,844	803,457	889,813
a	14,176	6,242	75,867	52,176
uth America	108,571	83,200	588,615	439,092
ble (*Aceites vegetales; Oleos s; Huiles, végétales*):				
America	164	152	3,550	1,183
	14,089	68,478	188,910	245,695
mingo	1,209	2,301	7,091	12,691
a		728	9,312	2,218
	3,894	29,747	75,275	110,865
uth America	5,941	12,084	44,334	50,447
d paraffin wax (*Parafina e parafina; Paraffina e cera ffina; Paraffine et cire faite substance*):				
America	1,800	2,509	16,618	12,263
	16,648	14,055	102,821	103,959
	580	398	10,001	6,414
uth America	20	1,023	2,849	4,076

EXPORTS OF DOMESTIC MERCHANDISE.

Articles and countries.	January—		Seven months ending January—
	1897.	1898.	1897.
Provisions, comprising meat and dairy products:			
Beef, canned (*Carne de vaca en latas; Carne de vacca em latas; Bœuf conservé*)—			
Central America	$2,301	$2,028	$18,364
Mexico	1,126	1,338	9,640
Santo Domingo	7	2	51
Argentina	30	67	30
Brazil	.....	2,724	14,499
Colombia	772	832	3,729
Other South America	988	887	7,063
Beef, salted or pickled (*Carne de vaca, salada ó en salmuera; Carne de vacca, salgada ou em salmoura; Bœuf, salé ou en saumure*)—			
Central America	2,847	2,640	16,002
Mexico	10	29	63
Santo Domingo	429	247	1,832
Brazil	300	68	2,776
Colombia	522	777	5,994
Other South America	7,047	14,748	118,318
Tallow (*Sebo; Sebo; Suif*)—			
Central America	7,402	6,169	77,720
Mexico	5,671	692	27,265
Santo Domingo	436	35	13,779
Brazil	1,508	397	4,097
Colombia	257	1,678	4,657
Other South America	753	488	7,657
Bacon (*Tocino; Toucinho; Lard fumé*)—			
Central America	1,657	788	10,086
Mexico	592	1,051	5,864
Santo Domingo	176	63	1,536
Brazil	110,426	52,868	426,572
Colombia	94	159	990
Other South America	1,658	1,356	10,702
Hams (*Jamones; Presunto; Jambons*)—			
Central America	2,601	2,183	18,657
Mexico	1,945	2,423	19,053
Santo Domingo	664	492	4,115
Brazil	.....	589	433
Colombia	1,352	1,398	7,877
Other South America	8,383	7,553	58,068
Pork (*Carne de puerco; Carne de porco; Porc*)—			
Central America	6,972	8,874	32,409
Santo Domingo	459	201	2,696
Brazil	1,063	.....	3,107
Colombia	430	553	3,320
Other South America	7,481	24,441	121,946

EXPORTS OF DOMESTIC MERCHANDISE.

rticles and countries.	January—		Seven months ending January—	
	1897.	1898.	1897.	1898.
, etc.—Continued.				
'anteca; Banha; Saindoux)—				
al America	$6,109	$9,189	$57,309	$66,414
:o	39,565	20,315	186,166	119,266
Domingo	2,074	1,574	11,134	12,449
ıtina	7	700	2,912	1,072
	46,490	99,123	262,716	614,576
nbia	10,222	4,958	92,619	72,792
South America	39,234	40,769	395,673	367,706
ıd oleomargarine (*Grasa y margarina; Oleo e oleomarga-ı; Oléo et oléomargarine*)—				
al America		62	10	249
:o	80	156	498	348
nbia	800	990	4,933	4,445
South America	1,873	676	20,984	11,155
· (*Mantequilla; Manteiga; ırre*)—				
al America	5,031	3,977	26,826	28,280
:o	3,474	4,262	20,866	23,101
Domingo	848	526	3,999	3,784
	1,827	12,810	20,428	47,291
nbia	1,359	1,319	8,943	12,325
South America	5,870	6,083	49,949	46,391
(*Queso; Queijo; Fromage*)—				
al America	1,859	1,611	10,513	10,479
:o	1,301	1,466	9,323	8,265
Domingo	783	302	2,281	1,808
			80	182
nbia	949	857	6,143	6,873
South America	1,276	1,923	9,126	9,947
Semillas; Sementes; Se-ıce):				
al America	909	437	7,021	1,876
:o	4,157	10,214	11.407	16,524
Domingo	25	4	237	542
ıtina	226		379	132
	71		575	413
nbia	158	2	1,159	1,207
South America	302	95	4,104	1,143
refined (*Azúcar refinado; ucar refinado; Sucre raf-*)—				
al America	3,912	6,607	37,671	34,249
:o	4,401	300	18,159	9,848
Domingo	203	213	1,273	1,320
nbia	4,676	2,043	30,671	18,672
South America		50	1,119	3,956
ınmanufactured (*Tabaco no facturado; Tabaco não ma-turado; Tabac non manu-é*):				
America	416	5,730	12,377	19,412
	6,067	12,649	64,903	83,060

EXPORTS OF DOMESTIC MERCHANDISE.

Articles and countries.	January—		Seven months en January—	
	1897.	1898.	1897.	1
Tobacco, manufactured—Continued.				
Argentina	.....	$70	$4,055	
Colombia	$242	1,052	2,093	
Other South America	7,352	8,329	60,572	
Tobacco, manufactures of (*Manufacturas de tabaco; Manufacturas de tabaco; Tabac fabriqué*):				
Central America	7,888	1,558	37,547	
Mexico	477	497	10,943	
Argentina	3,651	331	45,305	
Brazil	65	.....	1,355	
Colombia	75	280	1,066	
Other South America	7,061	4,353	37,163	
Wood, unmanufactured (*Madera no manufacturada; Madeira não manufacturada; Bois brut*):				
Central America	15,751	5,114	112,361	
Mexico	19,620	27,444	176,107	1
Argentina	5,134	342	25,254	
Brazil	300	75	9,694	
Colombia	3,247	1,238	6,936	
Other South America	.....	.....	6,202	
Lumber (*Maderas; Madeiras; Bois de construction*):				
Central America	11,455	3,473	71,815	
Mexico	79,045	50,991	462,134	4
Santo Domingo	13,882	4,067	27,880	
Argentina	76,255	103,101	729,893	5
Brazil	60,089	83,134	442,755	3
Colombia	6,579	5,783	28,074	
Other South America	44,153	41,713	440,378	2
Furniture (*Muebles; Mobilia; Meubles*):				
Central America	10,125	5,925	93,942	
Mexico	15,237	17,178	106,301	
Santo Domingo	1,456	1,748	8,018	
Argentina	2,673	3,950	55,947	
Brazil	2,932	2,660	29,812	
Colombia	5,540	2,788	23,776	
Other South America	10,493	10,554	70,982	
Wool, raw (*Lana cruda; Lã crúa; Laines brutes*):				
Mexico	12,881	.....	123,041	

SPANISH-AMERICAN TRADE.

The BUREAU has received from the St. Louis Spanish Cl copy of a very interesting paper, read before that body recentl Mr. GEORGE P. PARKER, first vice-president of the club, on the su

the trade of St. Louis with Spanish-American countries. As ing instructive and of general interest, the following extracts ›m Mr. PARKER's paper are published:

The export trade of Mexico, Central and South America, is fast assuming : proportions that were hoped for it a few years ago. * * * During the ·ly part of the year the drop in the value of silver and the consequent high :e of gold exchange in Mexico almost put a stop to orders from there, but on matters assuming a more settled condition there was not only a resump- ›n of trade, but a gratifying increase. The business that has been secured ›m Central America has been much in excess of that of former years, many w accounts have been opened, and the St. Louis market has become known many new fields; even after this has been accomplished it is often some time fore business arrangements of years' standing can be severed and new ones ected.

* * * An instance showing the value of St. Louis as a general market is ıstrated by the outfitting of a settlement in Venezuela requiring nineteen rloads of goods of various kinds, which were bought in St. Louis and shipped New York, where they were cleared in a sailing vessel.

* * * At a meeting for the adjustment of Mexican rates by the railroads d steamship companies in St. Louis, the transportation lines were astounded the aggregate amount of business shown as originating in St. Louis and the :rease.

The figures of one railroad's business tell the story plainly:

Month.	1896.	1897.	Increase.	Decrease.
nuary	315, 140	1, 212, 542	897, 402	.....
:bruary	379, 451	398, 115	18, 664	.....
arch	1, 123, 750	534, 090	.....	589, 660
pril	517, 853	658, 665	140, 812	.....
ay	471, 863	526, 977	55, 114	.....
ne	200, 861	926, 314	719, 453	.....
ly	161, 681	516, 308	354, 627	.....
Total (tons)	3, 170, 599	4, 767, 011	2, 186, 072	589, 660

Net increase, 1,596,412 tons.

Statistics from reliable sources give the business from St. Louis through El so and Laredo, only, as 13,359,647 pounds for the year 1897. * * * The ablishment of a commercial museum has long been considered a movement ıich would result beneficially. It is proper to record the formation of such an ganization by some of our most enterprising men.

The countries south of us like to patronize countries who patronize them; e spirit of reciprocity was never so strong as now. In increasing our exports, any of our large houses have become direct importers of raw materials from outh and Central America, instead of getting these commodities through uropean or New York agents. Mexico now sends to the United States 75 per nt of her exports, as the last statistics show.

VENEZUELA.

CUSTOMS TARIFF FOR 1897–1898.

[Number 30.—Third edition.—Continued from March Bulletin.]

§ 7.—Class VII.

Duty.—5 bolivars per kilogram.

Fans of all kinds.

Bitters not otherwise mentioned, in whatever receptacle.

Playing cards.

Sword sticks and sticks with a mechanism for firing.

Purses of linen or cotton.

Stockings, socks, fringes, tassels, lace, ribbons, bands, tapes, trimmings, plu caps, mantles, capes, waistbands, bows, epaulettes, list shoes, gloves of wo of wool mixed with cotton.

Boots and shoes, only cut out or without soles, and rugs of sheepskin.

Shirts, made up, of cotton, with no parts of linen.

Woven uppers for sandals.

Rugs, carpets, and all other articles of crochet, except those of silk.

Chasubles, viaticum cases, altar cloths, copes, dalmaticas, stoles, mani communion cloths, bands, and other ecclesiastical vestments and church o ments.

Cigarettes of paper or maize leaf.

Cravats of cotton, hair, or wool.

Curtains, hangings, and mosquito nets, of linen or cotton.

Braces, corsets, slip bodices, corset covers, and garters of all kinds.

Skirts, dressing gowns, nightgowns, petticoats, pillow slips, and blouse linen, or of linen mixed with cotton, excepting those of linen cambric cambric mixed with cotton which are comprised in Class VIII.

Lace, embroidered bands, blonds, edgings, insertions, ribbons, borders, e lettes, tassels, cords, fringes, socks, scarfs, braids, gloves, and trimmings, of or cotton.

Swords, sabres, daggers, fine hunting knives, blunderbusses, pistols, revol guns, muskets, rifles, war guns, carbines, and other firearms for artillery infantry, including projectiles, percussion caps, nipples, gunlocks, cartr loaded or empty, and everything relating to side or fire arms, and parlor air

Matches of wax, wood, or amadou, and pyrotechnic or Bengal lights.

Fireworks.

Horse cloths and blankets of all kinds.

Socks of linen, or of linen mixed with cotton, and socks of Scotch tw yarn.

Shot bags, powderflasks, cap boxes, and game bags.

Muslins; crepons of cotton, colored; lawn; cotton gauze called "*ren* barege, grenadine; organdy; zephyr, very fine linen cloth known as "*cla*

lulce sueño," tarlatan, "*imité,*" batiste of Holland, cotton batiste white or lored, plain, worked, transparent, or embroidered, in pieces or cut out for esses, and all other tissues similar to the above and not included in other classes.

Muslins and batistes of linen, or of linen mixed with other materials, unached or colored, in pieces or cut out for clothes.

Cotton velvet ("*panilla*"), cotton plush, and imitation velvet, in pieces or bons.

Fine and common woolen cloth, cassimere, cassinette, muslin, satin, knitted ods, flannel, "*lanilla,*" bombazine, alpaca, crape, merino, serge, lasting, mask, and all other tissues of wool, or of wool mixed with cotton, not mened in other classes, unless made up into wearing apparel, which would bring em under Class IX.

Shawls, foulards, and scarfs, large and small, of muslin, lawn, knitted goods, other fine cotton tissues.

Handkerchiefs, shawls, large and small, foulards, tablecloths, and undershirts, wool, or of wool mixed with cotton, neither ornamented nor embroidered th silk.

Umbrellas, sunshades, and parasols, of silk, or of silk mixed with wool or tton.

Skins, tanned, manufactured in any shape, not mentioned in other classes.

Guipure or tulle, of cotton or pita.

Saddles, headpieces, gun cases and pistol holsters, reins, girths, cruppers, and eepskin horse covers of all kinds.

Tobacco, raw, and tobacco stalks.

§ 8.—Class VIII.

Duty.—10 bolivars per kilogram.

Ornaments and nets for headdress of all kinds.

Human hair and its imitations, worked or not.

Shirts, made up, of linen or wool, of cotton with parts of linen; trousers, jackets, blouses, waistcoats, drawers, coats, overcoats, vests, and all other ready-made clothes, of linen or cotton, for men, not mentioned in other classes.

Collars, shirt fronts, and cuffs, of linen or cotton, for men and women.

Hammocks, netted, of all kinds.

Skirts, petticoats, pillow slips, and chemises, of batiste or light linen tissue ("*clarin*"), pure or mixed with cotton.

Flowers and fruits, artificial, not otherwise mentioned, and materials for making flowers, with the exception of colored paper comprised in Class VI.

Skin gloves, with the exception of boxing gloves, which are comprised in Class V.

Dutch batiste, light tissue ("*clarin*"), knitted goods, zephyr, lawn, tarlatan, muslin, and all other fine linen or cotton tissues, made up into articles such as frills, ruches, infants' caps, skirts, cuffs, chemisettes, and other similar articles and adornments not mentioned in other classes.

Precious stones, pearls, and jewelry; articles wholly or in part of gold or

silver; watches of any material, empty watch cases, jewelry cases, and the lil even imported separately.

Books and albums, bound in velvet, silk, mother-of-pearl, tortoise shell, ivo russian leather, with ornaments gilt or silvered.

Handkerchiefs of linen, or of linen mixed with cotton.

Bookbindings, imported separately, and removable book covers.

Feathers for hats and bonnets, and other similar uses, and hearse plumes, i ported separately from the hearses.

Silk, pure or mixed with other materials, and tissues of other materials mix with silk.

Cloths or tissues of all kinds, mixed or embroidered with gold or silver, r or imitation, with the exception of church ornaments and ecclesiastical ve ments comprised in Class VII.

Stuffs and tissues of wool mixed with cotton, made up as mosquito nets, han ings, curtains, and other articles not elsewhere mentioned.

Tobacco, manufactured and prepared in any form, excepting cut tobac (*picadura*) for cigarettes, plug tobacco, and twisted chewing tobacco. Ciga ettes rolled in tobacco leaf are likewise included in this class.

§ 9.—Class IX.

Duty.—20 bolivars per kilogram.

Placards, show cards, and handbills, printed or lithographed.

Cigarette wrappers.

Circulars, printed or lithographed.

Labels of all kinds, printed or lithographed, which are not attached to a article; printed visiting cards with or without colored designs.

Fine and common cloths, cassimere, satin, knitted goods, flannel, alpa "*cambron*," bombazine, serge, lastings, and damask, of wool, or of wool mix with cotton, made up as men's clothing.

Envelopes of all kinds, finished or only cut out.

Hats, bonnets, and caps, trimmed, of every kind, for women and girls.

Hats of black silk plush, with high crowns, and similar hats of any materi including opera hats, hats simply cut out, hats of fulled felt, and all other kir of hats, wholly or partially finished, excepting those of straw or their imitatio

Advertisement cards (large), printed or lithographed.

Tarlatan, silk, wool, batiste of Holland, light tissue ("*clarin*"), zeph lawn, muslin, and all other tissues of linen or cotton, made up into ladi wearing apparel.

Men's clothing of wool, linen or cotton, with the exception of that mentior in other classes.

Art. 2. All customs duties shall be levied on the gross weight, in bolivars centimes of the bolivar.

Art. 3. The importation of the following articles is prohibited:

Cocoanut oil, spirits extracted from sugar cane, starch, indigo, cocoa, cof molasses from sugar, and honey, salted jerked meat ("*tasajo*"), salt, dynam

ıparilla roots, spurious gold coin, and silver money, apparatus for coining ey, unless imported for the Government mint; ready-made boots and shoes tanned leather for the manufacture of boots and shoes; matches of all kinds.

)LE PARAGRAPH. Should the executive power deem it expedient to authorize importation, through the custom-houses of the Republic, of any prohibited le, it shall fix the duty to be levied on such article, and will report to Con- s at its first session.

RT. 4. The executive power may totally or partially prohibit the importa- of all kinds of tissues, ready-made wearing apparel, hats, bonnets, and caps, debar entry thereof through the custom-houses of the Republic, if the istries and manufactories in their districts producing goods of the above ription have, in importance and development, reached a sufficient degree to t the demands of consumption, provided that purchasers do not suffer in iequence of such prohibition.

RT. 5. For the importation of dutiable firearms through the custom-houses he Republic, as well as of powder, shot, cartridges, caps, primers, flints,)eter, and all other explosive materials not mentioned in the present law, a ial permission or order from the General Government is necessary.

OLE PARAGRAPH. Arms of precision and all war articles exclusively intended the arsenals can only be imported by the national Government.

IRT. 6. For all articles mentioned in the tariff the material from which they made will not be considered, the class under which placed being solely taken) account. Hence trusses, syringes, clyster pumps, toys, masks, spectacles, tfolios, cardcases, and all other articles mentioned pay the duty of the class which they belong, whatever be the material from which manufactured, except en they are partially made of gold or silver, in which case they are comprised Class VIII.

ART. 7. Packages containing samples of tissues in small pieces or samples of ll paper weighing more than 25 kilogrammes shall, for the weight exceeding kilogrammes, pay the duty stipulated in Class III.

ART. 8. When goods or products subject to import duties are imported, such)ds being unknown in the country and not specified in the tariff nor in the :st resolutions of the Ministry of Finance, the importers can state this fact in ir manifests and address a petition to the Government, accompanied by a ıple of the goods or products, to permit the proper denomination or classi- :tion thereof. The petition must have been previously examined by the)ective custom-house.

ART. 9. Machines, tools, and other mining apparatus can enjoy the exemp- ı from import duties but once for each mining company, and the extra parts)orted to replace the same shall not enjoy this exemption.

ART. 10. Maritime custom-houses can not, without previous order from the nistry of Finance, authorize the importation of machines and apparatus com- sed in Nos. 6, 21, 22, and 23 of the tariff, nor of artistical objects of a monu- ntal character. To obtain this order, the interested party must in every case dress a petition, previously examined by the respective custom-house, to the inister of Public Works, requesting the free entry of the articles.

ART. 11. Unused foreign articles which travelers import with their luggage

shall, in addition to the duties leviable thereon under the tariff, be liable to a surtax of 20 per cent.

ART. 12. The executive power is authorized to decrease or abolish the duties of the present tariff, leviable on alimentary products of primary necessity, when unforeseen circumstances render such changes necessary, subject, however, to reporting to Congress the measures which it has deemed proper to take.

ART. 13. Should unfitted articles be imported in one sole package or in different packages, they shall be liable to the duties applicable thereto when imported in a fitted condition.

ART. 14. The decree of the executive power dated June 30, 1896, together with all subsequent decisions relating to the classification of goods not specially mentioned in such decree, are repealed.

RÉGIME APPLICABLE TO POSTAL PARCELS.

[Extract from the circular of the minister of finance, of November 16, 1890. "*Gaceta oficial*," No 6868, of November 18, 1896.]

Should postal parcels contain goods comprised in the different classes of the tariff, their waybills must give the weight of each kind of goods, and should each kind of goods weigh less than one-half kilogramme, they shall always be considered as of that weight and duty shall be levied accordingly. The same rule shall apply to packages, which shall be liable to the duty leviable on the article contained therein subject to the lowest duty, unless such packages are, owing to their nature, comprised in a higher-taxed class of the tariff.

[Concluded.]

RAILWAY MILEAGE.

The following figures, published in the "South American Journal" for January 22, 1898, show the total railway mileage at present in operation in Venezuela, also the nationality of the ownership of the respective lines. It will be observed that the United States makes a very small showing in the list:

	Nationality.	Kilometers.*
Caracas-Valencia	German	179
Caracas-La Guiara	English	37
Caracas-Petare	do	10
Caracas-El Valle	National	8
Valencia-Puerto Cabello	English	55
Tucaca-Aroa	do	89
El Hacha-Barquisimeto	do	88
La Ceiba-Valera	National	90
Santa Barbara-El Vijia	French	60
Encontrado-La Fria	National	100
Carenero-San José	Dutch	33
Guanta-Naricual	National	36
Maiquetia-Macuto	do	8
Vela-Coro	United States	17
Total length		810

*The kilometer is equivalent to 0.62137 mile.

INAUGURATION OF SAMPLE WAREHOUSE IN CARACAS.

On March 29 last, the formal opening of the sample warehouse · the exhibition of American manufactures, established by the ıtional Association of Manufacturers of the United States of nerica, took place at Caracas, the capital of Venezuela. The ıction was witnessed by Gen. Don IGNACIO ANDRADE, President the Republic; members of the cabinet; the Hon. FRANCIS B. ›OMIS, United States minister; and many other members of the ›lomatic corps, as well as by a multitude of ladies and gentle-:n who had been invited.

The "New York Commercial" of April 12 and 13 contains tended and detailed reports of the ceremonies incident to the casion. Mr. RUDOLPH DOLGE, special commissioner from the ational Association of Manufacturers, and to whose efforts this actical enterprise is largely due, delivered the opening address, awing attention to the advantages which would accrue to the ıde between Venezuela and the United States through the Expo-ion, which, according to the speaker, is an enterprise of national ıportance, aspiring to no material profit whatever, desirous only presenting to commerce, agriculture, and to the public in gen-al samples of American products and manufactures. As stated r the speaker, the Exposition is designed as a permanent :hibition of the manufactures of the United States, provided ith a bureau of information, ever ready to assist the trade of enezuela with the United States of America. He concluded s remarks by an expression of thanks in the name of the nited States to President ANDRADE for his efforts and encour-gement on behalf of the enterprise, the founding of which signi-es "the commercial union of the two countries, joined also by ther bonds."

President ANDRADE replied in terms of praise and approval of ıe enterprise, wishing it great prosperity and success, expressing ersonal satisfaction "in seeing the powerful Republic of the Jorth attracted to our ports to offer us the fruits of its experience, nd the admirable collection of the genius and of the work of its ›ns. Here there is a people, good and true, who desire to work; ur doors are open without restrictions in the Republic to the athway to progress and to the productive forces of the exterior.

Extensive territory and fertile mountains offer abundant reward to the intelligent, and to the hands that desire to cultivate and exploit the country."

Following, Minister LOOMIS spoke, dwelling upon the great influence that this occasion would have upon the commercial future of the two nations; declaring it the most important step that had been taken in the direction of increasing the commercial relations of the world since Commodore PERRY sailed for Japan, placing that country in intimate communication with the world.

NOTE.—Minister LOOMIS's report, in detail, of the ceremonies incident to the inauguration of the sample warehouse in Caracas has been received by the Department of State, and is published in full in the advance sheets of the United States Consular Reports for April. It is regretted that the report was not received in time for publication in the current number of the MONTHLY BULLETIN.

CARAÇAS TRAMWAY SYSTEM.

The "Trade Miscellany" of the February BULLETIN contains a notice to the effect that the concession which was granted in July, 1896, for installing an electric tramway system in the city of Caraças, had been declared forfeited, owing to the failure of the concessionnaires to comply with the terms of the concession.

The Bureau is in receipt of a communication from Mr. EUGENIO MENDOZA, manager of the said enterprise, stating that the concession has not only not been forfeited, but that on October 25, 1897, an extension for fifteen years was granted, terminating in 1915, with authority to use electric power.

COFFEE CULTURE IN THE HAWAIIAN ISLANDS.

The advance sheets of the United States Consular Reports f[illegible] February, 1898, contain an extended report on the above subje[illegible] made by WILLIAM HAYWOOD, United States Consul-General [illegible] the Hawaiian Islands. The report embodies an estimate of th[illegible] cost of coffee production in those islands, issued from the foreig[illegible] office of the Government. This estimate and the observation[illegible]

HAYWOOD are published as being of interest to persons
:d in coffee growing in American countries.

ollowing estimate is taken from a pamphlet issued by the Hawaiian
office for a plantation of 100 acres, 75 acres planted in coffee from the
:he seventh year, when it is estimated that the crops will pay back the
outlay and leave a balance. This pamphlet was published in 1896,
st have been based on very few positive facts, yet an examination of
rviews I have had can not fail to impress the reader that the estimated
s been fully carried out. The only criticism I wish to make is that an
of $1,200 per year is charged for salary of manager and nothing
for living expenses of owner. In the first place I do not believe a
nt manager can be obtained for $1,200 per annum to manage 75 acres
: and produce the crop stated. If the owner is his own manager the
allowed will be sufficient for his own support and the occasional employ-
a competent man to supervise the more important work, such as plant-
It will be seen that this estimate calls for $18,000 capital.

e of cost of establishing and maintaining a coffee plantation of 75 acres, from the first to the seventh year.

FIRST YEAR.

e of 100 acres of Government land at $10 per acre..	$1,000	
r's house and water tank	600	
's quarters and water tank	350	
; 50 acres of land, at $20 per acre.....	1,000	
.....	300	
e of 65,000 one-year-old coffee plants at $5 per thou-		
.....	325	
holing, and planting 50 acres.....	600	
r's salary, one year	1,200	
f six Japanese, one year, at $15 per month.....	1,080	
e of tools and starting nursery.....	500	
		$6,955

SECOND YEAR.

r's salary	1,200	
six Japanese	1,080	
ıbor, lining, holing, and planting 25 acres.....	300	
;	500	
		3,080
		10,035

THIRD YEAR.

r's salary	1,200	
nine Japanese.....	1,620	
shed and drying house	500	
with engine and boiler	500	

Extra help for picking, pulping, and drying 20,000 pounds of coffee from 50 acres, at 4 cents per pound	$800	
Hulling, polishing, and grading 20,000 pounds of coffee, at 1 cent.	200	
Sundries (bags, freight, etc.)	250	
		$5
		15

CREDIT.

By sale of 20,000 pounds of coffee, at 18 cents	3
	11

FOURTH YEAR.

Manager's salary	1,200	
Labor, nine Japanese	1,620	
Extra labor picking, pulping, and drying—		
50,000 pounds of coffee from 50 acres, at 4 cents per pound.	2,000	
10,000 pounds from 25 acres (three-year-old trees)	400	
Hulling, polishing, and grading 60,000 pounds, at 1 cent	600	
Sundries (bags, freight, etc.)	400	
		6
		17

CREDIT.

By sale of 60,000 pounds of coffee, at 18 cents	10
	6

FIFTH YEAR.

Manager's salary	1,200	
Labor, nine Japanese	1,620	
Picking, pulping, and drying 60,000 pounds of coffee from 50 acres and 25,000 pounds from 25 acres, at 4 cents	3,400	
Hulling, polishing, and grading 85,000 pounds, at 1 cent per pound	850	
Sundries (bags, freight, etc.)	500	
		7
		14

CREDIT.

By sale of 85,000 pounds of coffee at 18 cents	15
Balance on hand	

SIXTH YEAR.

Manager's salary	1,200	
Labor, nine Japanese	1,620	

cking, pulping, and drying 75,000 pounds of coffee from 50 acres, and 25,000 pounds from 25 acres, 100,000 pounds, at 4 cents	$4,000	
lulling, polishing, and grading 100,000 pounds, at 1 cent	1,000	
undries (bags, freight, etc.)	1,000	
		$8,820
CREDIT.		
y sale of 100,000 pounds of coffee, at 18 cents		18,000
Balance on hand		10,085
SEVENTH YEAR.		
anager's salary	1,200	
abor, twelve Japanese	2,160	
icking, pulping, and drying 125,000 pounds of coffee, at 4 cents.	5,000	
lulling, polishing, and grading 125,000 pounds, at 1 cent	1,250	
undries (bags, freight, etc.)	1,200	
		10,810
CREDIT.		
y sale of 125,000 pounds of coffee, at 18 cents		22,500
Balance to credit of plantation at end of seventh year		21,775

ELECTRICAL APPARATUS IN LATIN-AMERICA.

In this age of development of the uses of electricity in its aried forms, the United States is not behind, but is, indeed, in dvance of all other countries in extending its manufactures f that kind in all parts of the world. This statement is espeially applicable to Latin-American countries.

Recently, companies engaged in the manufacture of electrical pparatus have been called upon for the installation of a plant in aper works in Brazil and for a large equipment for the San afael Mills in Mexico. At San Ildefonso, near the city of Mexico, a plant built by United States manufacturers, with a apacity of 1,000 horsepower, is soon to be inaugurated. In addiion to those named, a number of other modern plants have been, nd are to be very soon established in Mexico.

The city of Valparaiso, Chile, has invited bids from several ompanies in the United States for establishing a general electric ighting and power plant in that city. The awarding of this conract alone means the shipping of approximately $150,000 worth f electrical machinery.

INTERNATIONAL AMERICAN BANK.

The United States Congress has now under consideration a bill to create an international Pan-American bank. This very commendable scheme is being strongly advocated by the National Association of Manufacturers, and has received the unanimous sanction of that body.

Briefly stated, the bank will be conducted on much the same plan as other international banks, such as the London and River Plate, the Crédit Lyonnais, and the Hongkong and Shanghai Bank of London. The principal headquarters will be in New York and Washington, with branches in the principal cities of the Latin-American Republics. The proposed capital is $5,000,000, which, it is intended, shall be held entirely by capitalists of the American continent.

In view of the fact that at present there exists no American bank in either Central or South America, and that foreign exchanges can be made only through European cities, it is not difficult to see at what disadvantages the trade of the United States with these countries is placed.

The following is the report submitted to Congress by the committee having the bill in charge:

> Your committee believes that there is no field of inquiry falling within the province of this conference for the extension of inter-American commerce more fundamentally important than that of international American banking, and that, in fact, the future of the commercial relations between North, South, and Central America will depend as largely upon the complete and prompt development of international banking facilities as upon any other single condition whatever. In the opinion of your committee, the question of the mechanism of exchange is secondary, if at all, only to the question of the mechanism of transportation.

NIAGARA PAN-AMERICAN EXPOSITION.

At a meeting of the board of directors in New York City recently, it was decided to postpone holding the Pan-American Exposition, which was to have been opened at Niagara Falls in the summer of 1899, to a time in the future when the condition of national affairs would be more propitious for the enterprise.

There is at present a bill before Congress approving of the proposition to hold the Exposition in the summer of 1901.

The reasons for the postponement are fully set forth in the resolutions published below, as adopted at the New York meeting:

Whereas the progress made by the Pan-American Exposition Company in developing the plans for holding the Pan-American Exposition and the interest with which those plans have been received in high official circles of the United States Government satisfies us that the project will receive at the proper time such governmental aid as will assure its success upon the broadest international lines; and

Whereas international questions of momentous and overshadowing importance, involving possibilities of war to the nation, now absorb the attention of Congress, thereby rendering the procuring of suitable, sufficient, and timely appropriations for the purpose of the proposed exposition extremely doubtful, if not absolutely impossible; and

Whereas the time remaining in which properly to call the matter to the attention of the foreign governments whom it has been intended to invite to participate in the exposition has thus been unavoidably curtailed to such an extent as to render the possibility of their general participation extremely remote, notwithstanding the great and very general evidences of interest with which the representatives of said governments have greeted the project almost from its very inception; and

Whereas it is our view that the project should not proceed in any other manner than as a national and international exposition, promoted and participated in upon the broadest lines by all the Govermnents of the New World; and

Whereas it has been suggested by the representatives at Washington of more than one of the foreign Governments to be invited to participate in the enterprise that under all existing circumstances it might be better to postpone the time of holding the exposition to the year 1901, when the exhibits of the South American Governments could without difficulty be secured here for an exhibition from the Paris Exposition to be held in 1900; and

Whereas it is our belief that a project to such great interest of all the countries concerned should not be permitted to lapse or be abandoned: Now, therefore, be it

Resolved, That the time of holding the Pan-American Exposition be, and the same is hereby, postponed to and until the year 1901.

BRITISH MISSION TO SOUTH AMERICA.

Mention was made in the MONTHLY BULLETIN for February, of the fact that a commission, acting under the auspices of the British Government, would be dispatched to South America to investigate the trade conditions existing in the various countries, with a view to further extending British trade in that direction.

The Bureau is in receipt of a communication of recent date from Hon. HENRY L. WILSON, United States minister to Chile, containing the information that Mr. GEORGE WORTHINGTON, a member of the commission, has arrived in Valparaiso.

Minister WILSON states that the instructions issued to the commissioner are very comprehensive, and that he is directed to make a thorough study of the trade conditions of Chile, as well as of the other principal South American countries, the habits and tastes of the people, prevailing prices, facilities for transportation, and all pertinent matters. He is also instructed to make such suggestions of changes and improvements in the trade methods of Great Britain as may be deemed advisable to increase her trade with those countries. The importance attached to this mission, and the authority given it indicate the active efforts that are being made to expand English trade with South America.

TEXTILE INDUSTRIES IN SPANISH AMERICA

The information published below, covering textile industries in South America and Mexico, as well as imports in this line in the various countries, was compiled (at the request of a trade journal in Charlotte, N. C.) by the Bureau of Foreign Commerce, Department of State, from which a copy has been received by the Bureau of the American Republics.

MEXICO.

According "to Les Finances des Etats Unis Mexicains," by PROSPER GLONER, Berlin, 1896, there existed in Mexico at the time these statistics were collected 98 factories of cotton goods

ınd 23 woolen factories, representing a value in machinery and ›uildings of $17,392,786 (Mexican silver). There were em-›loyed 21,963 workmen, and 370,570 spindles and 12,454 looms vere in operation. The annual production was 3,890,300 pieces ›f ordinary white cotton; 2,077,825 pieces of percales, muslins, :tc.; 188,500 coverlets, and 322,975 carpets, rugs, etc. There is ı large factory of jute at Orizaba.

Imports into Mexico in 1896 were: Great Britain, £814,397; Germany, $951,524; France, $1,610,600; Belgium, $14,282; United States, $814,094.

COLOMBIA.

In the "Commercial Directory" issued by the Bureau of American Republics the statement is made that in Cauca common cotton and woolen cloths are manufactured. In Cundimarca, Boyaca, Antioquia, and Bolivar some manufacturing in these lines is done. In Santander there are made in large quantities handkerchiefs, cotton counterpanes, table cloths, towels, hammocks, hemp sacks, etc.

The imports of textiles in 1896 were: Great Britain £1,041,838; France, $1,439,000; United States, $169,941. There is no tatement of the trade with Germany or Belgium.

VENEZUELA.

Imports of textiles into Venezuela in 1896 were: Great Britin, £654,967; Germany, $487,662; France, $85,499; United States, $702,541. There is no statement available as to local manufactures.

BRAZIL.

A report from the late Minister Thompson, printed in Commercial Relations, 1895–96, says that there are numerous cotton mills in the country producing low grades of goods. Several are at Petropolis. The Cachoeira factory in Alagoas, which has been in operation three years, paid in the first year a dividend of 48 per cent; in the second year 50 per cent, and in the third year 40 per cent. It has 480 operatives, and produced last year 122,783 pieces of cotton cloth. The machinery cost 364,445 milreis * (tak-

*The milreis is equal in value to 14 cents U. S. currency.

ing the value of the milreis at 20 cents, $72,889); the buildings for the factory, 192,000 milreis; the houses for operatives, 51,000 milreis, and sundry appurtenances, 17,378 milreis. The enterprise is protected by an export duty on raw cotton and heavy import duties on cotton fabrics.

The following statistics of imports of textiles for 1893 are from the "Commercial Directory" above referred to, and from German official statistics:

From Great Britain	$20, 100, 210
From United States	1, 512, 248
From France	3, 103, 171
From Germany	5, 150, 600

URUGUAY.

Imports of textiles into Uruguay in 1896 were: Great Britain, £814,351; Germany, $870,128; France, $432,200; Belgium, $59,863; United States, $179,856. There is no statement as to local factories.

ARGENTINE REPUBLIC.

In a report from Buenos Ayres, printed in Consular Reports for April, 1896, the consul says that the textile industries have, as yet, scarcely a foothold in the country. There is one large woolen plant in Buenos Ayres, which turns out blankets, flannels, and cloth for soldiers' clothing. There are several establishments for the production of knit goods. The amount of woolen, cotton and linen fabrics annually imported averages $30,000,000.

A report from Minister Buchanan (Consular Reports, April, 1897), gives the following figures as to the imports of textiles in 1896 from foreign countries in kilos of 2.2046 pounds, the values being given below:

	Kilograms.	Value.
United States	616, 724	$316, 89
United Kingdom	12, 644, 750	£3, 016, 29
Germany	1, 635, 240	$2, 998, 60
France	1, 263, 890	$3, 352, 796
Belgium	1, 113, 430	$970, 790
Italy	1, 991, 888	.....

The values are from official statistics of the several countries, none being available for Italy.

PARAGUAY.

he imports in 1896 were: Great Britain, £3,481; Germany, ,610; none from the United States or France.

CHILE.

he imports of textiles from Great Britain in 1895 were valued arly £700,000; those from the United States at $682,542; Germany, at $2,832,200; from Belgium (1896), at $150,-; from France (1896), $1,216,200. There is no statement lable as to local manufactures.

BOLIVIA.

he "Commercial Directory," above referred to, gives the value nports of textiles, via the custom-house of La Paz, in 1895 as 8,381; the imports of textiles via Mollendo, Peru, amounted to ,977 kilograms (the kilo equals 2.2046 pounds). The imports ugh Antofagasta, Chile, were 2,820,713 kilos; through piza, $5,440. There is no statement as to local textile indus-. The imports of cotton goods from the United States unted to $2,000 in 1896. Imports of textiles from Germany e valued in the same year at $187,733. The imports from at Britain, Belgium, and France are not given in the official istics of those countries.

PERU.

A Belgian consular report says that there are two cotton fac-es in Peru. The Peruvian Cotton Manufacturing Company, ited, at Vitarte, has a capital of £130,000, and was founded in 7. It manufactures ecru goods, and has an output of 2,500,000 ers (1 meter equals 1 yard and 3.37 inches) annually. The rica de Tejidos de Algodon is at Ica. The capital is £10,000, it is also employed in making ecru goods. There are three l factories: The Santa Catalina, at Lima; the Lucre, at Cuzco, the Urcon, in the department of Ancachs.

he imports of textiles in 1896 were: Great Britain, £687,354; nany, $994,462; Belgium, $14,382; France, $63,400; United s, $141,861.

ECUADOR.

Cotton cloths, says the "Commercial Directory," are made in private houses and small workshops. There is a small woolen mill at Chillo. The imports of textiles in 1896 were: Great Britain, £284,684; Germany, $235,858; France, $7,070: United States, $53,000.

TRADE MISCELLANY.

ARGENTINE REPUBLIC.

Railway Construction. From official statistics it is learned that in the year 1897 there were opened to traffic in the Argentine Republic 588 miles of new railway, as compared with only 70 miles in 1896 and 304 miles in 1895. Of the lines completed in 1897, only 45 miles are narrow gauge. The activity in construction during the year is found to have been confined almost wholly to the southern provinces. The city of Buenos Ayres at present has 240 miles of tramway lines in operation.

The Quebracho Industry. The attention of the tanners of the United States has not been drawn to the value of quebracho to the extent to which it is appreciated in Europe, where it is now systematically used by a large number of tanners. Quebracho grows in the greatest abundance in the Argentine, large quantities of it being also found in Paraguay. As an article of export its importance increases yearly, because its value as an ingredient to mix with other tanning solutions is being recognized by the trade. Its tanning properties, as compared with oak bark, is as follows: Quebracho, 12 per cent; oak bark, 10 per cent. The main expense in obtaining this wood is in its cutting and transport to point of embarkation. Being the hardest variety of wood known, its cutting necessitates the use of tools of a special quality. When used for tanning purposes, it is cut into blocks 5 or 6 feet long, and then sliced by a circular saw into pieces 3 inches in thickness. These sections are placed in a machine, wherein a steel plate studded with numerous teeth revolves with great rapidity, cutting up the quebracho into a coarse sawdust. It is then ready for use in tanneries.

BRAZIL.

Direct Trade with Italy. The Chamber of Commerce of Milan, following similar action taken by the United States, Great Britain, and other countries, is endeavoring to increase direct trade between Italy and Brazil, and other countries of South America. From the "Moniteur Officiel du Commerce" (Paris), February 13, it is learned that Mr. MALDIFANI, Director of the Commercial Museums of Milan, will be dispatched to Brazil to study the best

ans for making direct exportation of merchandise, instead of, as now, via ris and Hamburg.

ndary Line with French Guiana. During the month of February past the French Chamber named a commission for the examination of a law proved and concluded on April 10, 1897, between the French Governent and the Government of Brazil, having for its object the final determination, / means of arbitration, of the boundary line between the Republic of Brazil id French Guiana. The personnel of the commission is as follows: Comte DE ANJUINAIS, Messrs. FLEURY-RAVARIN, ISAMBARD, THÉOPH.LE GOUJON, DELONCLE, AAC, SIBILLE, LE MYRE DE VILERS, FLOURENS, LEMOIGNE, and AUDIFFRED. M. : MYRE DE VILERS was chosen president of the commission, and M. ISAAC :retary.

duction of Freight Rates on Flour. In a communication, dated Petropolis, January 28, 1898, Minister CONGER advises the Department of State at by a recent decree the freight discrimination against United States flour s been abolished. The reduction extends also to articles of first necessity, umerated as follows: Wheat flour, rice, beans, meal, fresh vegetables, bacon, ible roots, raw sugar, and ordinary salt. The scale of rates and charges on e Central Railway of Brazil, which is specified in the decree, is: Up to 100 lometers (62.41 miles), 90 reis per kilogram (0.012 cent per 2.2046 pounds); om 101 to 300 kilometers (186.4 miles), 60 reis per kilogram (0.008 cent per 2046 pounds); from 301 and above, 40 reis per kilogram (0.005 cent per 2046 pounds).

ght-house and Dock Dues. In accordance with the provisions contained in the budget for 1898, all vessels entering Brazilian ports will : required to pay the light-house and dock duties in gold instead of, as forerly, in the currency of the country. The extra tax of 10 per cent heretore levied upon all vessels will in future be applicable to foreign ships only.

ax on Bank Dividends, etc. By a decree, dated December 24 last, the tax of 2½ per cent on the dividends of banks, stock companies, and cieties established in Brazil, is applicable not only to such institutions as have eir headquarters in the Federal capital, but to all such corporations doing siness in the Republic.

CHILE.

Textile Manufacture. The President of the Republic has promulgated, under date of January 3, 1898, a decree which recently passed e National Congress, by which free entry is permitted of cotton yarns and of he tools and machinery necessary for their manufacture into cloth. This law, hich has for its object the development of the textile industry in Chile will emain operative until 1920.

hipment of American Coal and Coke. The "Manufacturer," published in Philadelphia, in its issue of March 5, 1898, states that a steel barque ecently sailed from Baltimore for Coquimbo, with a cargo of coal and coke. he coke is to be used in copper and silver smelters in the neighborhood of

Coquimbo. It is stated that this is the first shipment of the kind to leave Balt more for any Chilean port. The coal fields of southern Chile are very exte sive, and have been worked on a considerable scale for a great many years, b notwithstanding this, the main supplies of coal are brought from England a Australia as ballast for vessels looking for return cargoes. The Chilean artic is altogether bituminous and well adapted for ocean steamers, railroads, stan ing plants, and also for the manufacture of gas. One serious drawback to i production has been the lack of reliable native labor. Numerous experimen have been made of introducing European miners, but they have never met wi any degree of success, foreign labor being found to be much more expensi than native.

Development of Magallanes.

According to a report made by Señor GUERRERO BAC ÑAN, who was sent by the Government of Chile to repo upon the trade conditions existing it the Territory of Magallanes, it is learn that there has been a remarkable development in that remote part of the republi The commercial development began in 1877 with the introduction of 500 she from the Falkland Islands. Señor BACUÑAN now estimates the stock and improv ments in the territory as follows: Cattle, $615,360; horses, $366,520; shee $4,557,830; wire fencing, $777,374; buildings, $1,250,458, and industri establishments, $133,000. The exportation of wool in 1896 amounted 3,205,663 pounds. In the same year 70,000 frozen mutton carcases we exported, and it is stated on good authority that this latter industry promises most important and profitable development.

Invoices and Bills of Lading.

Consul CAPLES, under date of Valparaiso, January 2 1898, forwards to the Department of State the followi regulations on the subject of invoices and bills of lading covering goods destin for Chilean ports:

(1) Bills of lading of vessels arriving at the ports of the Republic must b certified by Chilean consuls at the ports of departure.

(2) At the time of presenting detailed manifests in the custom-house, the must be accompanied by detailed invoices of the goods, certified by the respec tive Chilean consuls, or, in default of this, by the consul of a friendly nation The consuls shall remit by first mail a copy of the certified invoices to th chief of customs in Valparaiso.

(3) The omission of the consular certificate in any of the documents mentioned in the preceding articles shall be punished by a fine of three times the value of the tariff established by the consular law of March 4, 1897, in its twentieth article, shall be recovered by the custom-house.

(4) This act shall go into effect three months after promulgation for consulates in South America and six months after for all others.

COSTA RICA.

Industrial and Financial Notes.

The Costa Rica line of steamers between New Orleans and Limon has been greatly improved by the acquisition of two new good and larger steamers, the *Alpes* and the *Andes*. They carry

e British flag, and will sail weekly, Fridays, from New Orleans and Limon spectively.

The Costa Rica Electric Light and Power Company having been organized in ondon with a capital of £130,000, the "New York Journal of Commerce" ys in its issue of April 4 that the advices are that a general electric business ill be carried on in that Republic. They propose to build a number of light ilways and install electric lighting and power plants. As the undertaking was nly concluded on the 10th ultimo no other particulars are available for the pres-nt. It is believed that on account of the proximity of Costa Rica to the United tates, most of the material the company may require will be purchased in this arket. Another advantage in favor of the American manufacturers of electrical achinery and material is the low price at which such goods are being turned ut, and the high grade and reputation they enjoy. Three electrical plants are ready established in Costa Rica, and the principal one has consolidated with ie Costa Rica Electric Light and Power Company.

According to information published by the "London (England) Financial ews," the funds required for the service of the Costa Rica external debt ere ready in London since February last and the payment of interest due on pril 1 was promptly made.

GUATEMALA.

Coffee Crop. In a report dated March 5, 1898, Consul-General BEAUPRÉ gives the gratifying information that trade and ommerce in Guatemala are reviving. The coffee crop will be very much larger an was expected and the price is advancing. Shipments from the ports up to is date have averaged considerably more than at the same time last year. The rge coffee crop and higher prices insure an improved financial condition in the epublic.

MEXICO.

Opening of a New Railroad. Under date of Ciudad Juarez, January 25, 1898, Consul CHARLES W. KINDRICK informs the Department of State of he formal inauguration of the Rio Grande, Sierra Madre and Pacific Railroad. The length of the line as at present operated is 150 miles, from the City of Juarez o Casas Grandes, in the State of Chihuahua. The road is projected to a point n the Gulf of California, in the State of Sonora. The enterprise originated me years ago with a party of United States capitalists, who own the principal terest. It opens up a section, rich in mineral and other resources, hitherto most inaccessible. According to Consul KINDRICK, the lumber interest in the rra Madre Mountains is yet in its infancy and at present only supplies the al demand, but it is capable of immense development. The district from ich the road draws produces annually about 100,000 head of cattle.

Ample Room for Products. The Department of State is informed by United States Consul MAGILL, under date of January 20, 1898, that ere is a room in the consulate at Tampico which could be used for exhibiting

samples of United States merchandise which are salable in the markets of Mexico, such as breadstuffs, soap, cutlery, writing paper, or other articles easily handled. "If manufacturers desire to take advantage of this," says Mr. MAGILL, "I will be glad to invite local merchants to call and examine the articles, and will personally represent their good qualities to the best of my ability. Of course, any charges for freight or delivery should be prepaid." The Department of State has approved of Consul MAGILL's suggestion, and has authorized him to carry it into effect as far as may be practicable, with the understanding that all expenses shall be defrayed by the firms sending samples, and that no expense whatever shall devolve upon the consulate. In anticipation of the action proposed by the National Association of Mauufacturers to establish in Mexico, as elsewhere, permanent warehouses for the exhibition of American manufactures and products, the scheme as suggested by Consul MAGILL would seem to recommend itself to business men of the United States as preliminary and introductory to the work of the association.

New Capitol Building.

The "Semana Mercantil" of February 21, 1898, has the following notice: "The jury which has to pass upon plans submitted in competition for the new Legislative Palace, or Capitol, of Mexico is now holding its sessions. The personnel of the jury is as follows: Engineers (architects) selected by the competing architects—SANTIAGO MÉNDEZ, JUAN AGEA, RAMÓN AGEA, and ANTONIO M. AUZA; by the Senate Chamber—IGNACIO DE LA HIDALGA; by the Chamber of Deputies—EMILIO DÓNDÉ, and by the Department of Communications and Public Works—JOSÉ RAMÓN IBARROLA, who acts as secretary. Fifty-nine sets of plans have been submitted. No time has been set for the jury to make its awards."

Tin Deposits.

A correspondent in "Resources of Modern Countries," writing from Mexico, conveys the information that there exists in various portions of that Republic considerable deposits of tin, mostly of the Cornwall grade. These deposits are found in the States of Guanajuato, San Luis Potosi, and Sonora. In San Luis Potosi the granite rocks on the summit of the Sierra de la Estañera, in the mining district of Comanja, contain tin ore in abundance and very rich, some of it yielding, according to the correspondent, from 70 to 75 per cent of metal. In the State of Durango this metal is also found in very considerable quantities, which if properly worked could hardly fail to give large returns, the ores yielding 35 to 75 per cent of metal, mostly in the form of oxides.

Trade in Mahogany.

A writer in the "Furniture Worker," published in Cincinnati and Chicago, says that in consequence of a demand for more expensive styles of furniture than has prevailed for many years past, the market for mahogany is proportionately increased. A most excellent quality of this wood is obtained from Mexico—from Laguno and Tabasco. The forests there are very dense, and mahogany is found in abundance. The wood from Mexico is capable of exceptionally high polish and makes the handsomest furniture now on the market. Previous to the insurrection in Cuba the tough mahogany, such as is used for the rockers of chairs, came from that island,

it is now obtained from Santa Ana, Mexico, and makes a very good substitute for the Cuban article. There is at present a great demand in the London market for this wood, and the prices realized are very high. Since June, 1896, the arrivals have been 2,412 logs from Honduras, 200 from Nicaragua, 2 from Tabasco, 852 from Africa, and 869 from Cuba.

PARAGUAY.

Demand for Decorticating Machinery.

In a recent report to the Foreign Office, the British consul at Asunción, Paraguay, draws attention to the demand existing in that country for decorticating machinery. There is a variety of textile plants native in Paraguay, which only require proper preparation to be converted into marketable commodities. The *Caraqueta*, a species of wild pineapple, is one of many; it grows in profusion, and is at present going to waste. The same may be said with reference to ramie. The cultivation of the last named plant has been abandoned, owing to the imperfect machinery available for its development, although its growth in Paraguay has been most successful.

PERU.

United States Products.

Consul DICKEY, writing from Callao, under date of January 12, 1898, states that the principal United States articles imported into Peru are refined petroleum, lumber, railroad ties, machinery (agricultural and mining), lubricating oil, lard, Florida water, paints, rope, turpentine, glassware, rosin, grease, tools, sewing machines, and a few bicycles. The lumber and railroad ties are the principal imports from the west coast, but the Consul quotes a large shipment of wheat, amounting to 125,358 bushels, which arrived from San Francisco during October, 1897. He reports this cargo the only wheat imported into Peru from the United States in the last four years, Chile being the chief source of supply for Peruvian markets. The total imports of Chilean wheat into Peru during the year 1897 amounted to 22,613,723 kilograms (830,903 bushels). In the opinion of the Consul, the first thing to be done by the United States to gain the trade of Peru and the other countries on the Pacific coast of South and Central America is to establish a fast line of steamers from San Francisco.

URUGUAY.

Trade Conditions.

Under date of Montevideo, February 4, 1898, United States Consul SWALM states that from the best obtainable information it is estimated that the wool clip of Uruguay, for the present season, will amount to 90,000 bales, of which 70,000 have been shipped almost wholly to European markets; 10,000 bales are yet in storehouse, and the remaining 10,000 bales unmarketed. The slaughter of cattle up to February 3 was as follows:

Number killed to that date	101,261
Number killed same period in 1897	162,882
Number killed same period in 1896	137,002

Consul SWALM reports the wheat crop as being the best harvested for years and that the exportation to continental markets is just commencing.

Suppression of Extra Customs Duty. A law dated January 11, 1896, established for a period of two years in Uruguay certain new taxes, notably a supplementary duty of 2½ per cent on all goods imported into the republic. This duty was abrogated on January 11, 1898, by the expiration of the time specified for its continuance.

VENEZUELA.

Brewery at Puerto Cabello. The United States Consul at Puerto Cabello states that owing to the recent establishment of breweries in Caracas, Puerto Cabello, and Maracaibo the importation of beer has reached a mere nominal figure, and in a very short time will cease entirely. Large quantities were formerly imported from the United States, England, and Germany. At Puerto Cabello a brewery having a capacity of 2,642 gallons in twenty-four hours has been built, containing the most improved machinery, and is making a most excellent quality of beer. The plant cost about $200,000, and is owned entirely by German capitalists. Brazil has also embarked in this industry, a German stock company with a capital of $3,500,000 having been organized at Porto Allegre, Rio Grande do Sul, for the purpose of erecting breweries.

WINE PRODUCTION OF THE AMERICAN REPUBLICS.

The following statement of the production of wine in the various countries no the American continent is taken from a report of the wine production of the world in 1897, with corresponding figures for 1896, published in a recent issue of the "Moniteur Vinicole":

	Gallons.	
	1897.	1896.
United States	25, 234, 000	14, 960, 000
Mexico	1, 320, 000	1, 546, 000
Argentine Republic	31, 680, 000	34, 980, 000
Chile	61, 600, 000	37, 460, 000
Brazil	8, 580, 000	10, 450, 000

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RELACIONES COMERCIALES EN AMÉRICA.—X.*

RIQUEZAS INTERIORES DE LAS ANTILLAS.

Ya en el BOLETÍN MENSUAL correspondiente al mes de octubre de 1897, se hizo referencia á las favorables condiciones que las Antillas ofrecen al comercio de los Estados Unidos, pues su posición geográfica hace muy fácil la comunicación entre los puertos norteamericanos y el inmenso archipiélago que se extiende desde las inmediaciones de la Florida hasta cerca de la costa de Venezuela. La extensión territorial de todas esas islas es como de 92,270 millas cuadradas y su población se calcula en unos cinco millones de habitantes.

El producto principal de las Antillas es el azúcar, al cual siguen en importancia el tabaco y el café, pudiendo decirse que hasta hace algunos años no existían otros que, desde el punto de vista comercial, merecieran mencionarse; pero de algún tiempo á esta parte se ha dedicado bastante atención á otra clase de productos, tales como cacao, maderas, ron, melaza, fibras vegetales, esponjas, carey, sal, cueros y frutas tropicales.

*El primero de esta serie de artículos, por el difunto Director JOSEPH P. SMITH, fué publicado en el BOLETÍN MENSUAL correspondiente al mes de julio de 1897. Se continuará la publicación de estos artículos, escritos por varios colaboradores y de conformidad con el plan adoptado por el mencionado Señor SMITH.

Las Antillas constituyen, como es bien sabido, una regi agrícola por excelencia, y sus recursos industriales son bastar limitados. Lo que principalmente exportan son los produc del suelo, que, más ó menos fértil en todas las islas, es de u feracidad asombrosa en algunas de ellas, como Cuba, Puerto Ri Jamaica y Haití. La extraordinaria riqueza de la gran Anti española es proverbial, porque no solamente se dan en ella todos productos de la América intertropical, sino que posee en su taba una verdadera especialidad, pues todos los esfuerzos que en ot países se han hecho no han sido bastantes para que se obten fuera de esa isla privilegiada el magnífico tabaco de la Vue Abajo. El café de Puerto Rico es muy famoso y no lo es mer el de Haití. La isla de Trinidad produce excelente cacao.

El tráfico de las Antillas con los Estados Unidos es ya m considerable y es de esperar que siga desarrollándose más y m cada día. Si nos fijamos en las tablas que publicamos á contin ción, tomadas de datos estadísticos del Ministerio de Hacien de los Estados Unidos, se verá á cuanto ascendió el comercio en la Gran República y las Antillas durante el año económico 1896–97:

Importaciones.

Las Antillas:	
Inglesas	$12,285,8
Danesas	367,2
Holandesas	96,3
Francesas	9,9
Haití	1,460,2
Santo Domingo	2,369,4
Islas españolas:	
Cuba	18,406,8
Puerto Rico	2,181,0

Exportaciones.

Las Antillas:	
Inglesas	$7,808,4
Danesas	519,4
Holandesas	639,9
Francesas	1,665,4
Haití	3,554,4
Santo Domingo	1,045,0
Islas españolas:	
Cuba	7,599,7
Puerto Rico	1,964,8

Las Antillas británicas mantienen un gran comercio con l Estados Unidos, adonde envían la mayor parte de sus product

de donde reciben casi todo lo que necesitan. Refiriéndose á ıs condiciones del tráfico en Jamaica, el Cónsul de los Estados Jnidos en Kingston, Mr. ECKFORD, dice, en una comunicación ue fué publicada en las "Commercial Relations of the United tates" correspondientes á 1895 y 1896, lo que sigue:

"En contestación á la circular de ese Departamento de 8 de ılio de 1896, tengo la honra de manifestar que ha habido un cre- miento constante en lo que esta isla importa de los Estados Jnidos, y, juzgando por lo que se ve, al aumento continuará.

"El haber mejorado las comunicaciones entre esta isla y los :stados Unidos, dando por resultado una reducción en el precio e los fletes; los esfuerzos de los fabricantes, exportadores y otros ombres de negocios para hacer conocer los productos americanos n las Antillas por medio de anuncios ó valiéndose de agentes esponsables y activos, ó de otra manera; todo ha contribuido á lar incremento al comercio, y es claro que el espíritu de empresa y la energía de los comerciantes de los Estados Unidos, de quie- nes puede afirmarse que solo últimamente han comprendido que :xiste aquí un buen mercado para sus productos, resultarán en nayor desarrollo de las relaciones comerciales."

Los medios de comunicación interior en las diferentes Antillas e encuentran por lo general á la altura de las necesidades del omercio. En Cuba, las principales poblaciones están unidas por :rrocarriles. En Jamaica hay también algunas millas de vía érrea, así como en Trinidad, Barbada, Puerto Rico y en la República Dominicana; pero el tráfico se hace en su mayor parte or agua, aunque existen también buenas carreteras en algunas de as islas.

Hay en las Antillas numerosos y excelentes puertos, algunos de os cuales figuran entre los primeros de América. Las comunica- iones entre dichos puertos y los de los Estados Unidos son buenas y frecuentes. Hablando de Jamaica, dice á este respecto el Cónsul ECKFORD, en el informe ya mencionado, lo que sigue:

"Jamaica tiene 42 puertos abiertos al comercio extranjero, de los cuales los principales son Kingston, Port Antonio, Montego Bay, Black River, Savanna la Mar, St. Anns Bay, Falmouth, Milk River, Lucea, Morant Bay, Annotto Bay y Port María. Durante el año, han salido de los puertos de la isla 1,168 embar- caciones, ó sea 32 más que el año anterior. De estas embarca-

ciones, 698 fueron vapores y 470 veleros. Pertenecían á lo Estados Unidos 162, y de éstos 82 fueron buques de vapor y 8 de vela, con un porte total de 75,052 toneladas, mostrando u aumento de 35,711 toneladas sobre el año pasado. Los medio de transportes entre esta isla y los Estados Unidos son excelente La compañía inglesa conocida con el nombre de "Atlas Steam ship Company," tiene vapores que hacen viajes semanales de id y vuelta entre Nueva York y Kingston. Cuenta dicha compañí con 8 buques de vapor en este tráfico. * * * La líne "KERR," inglesa, tiene varios barcos que se dedican principalment al comercio de frutas y que corren entre los diferentes puertos d la isla y Nueva York. La "Boston Fruit Company," corporació americana, dispone de 12 buques, algunos propios y otros fletado con un porte que varía de 381 á 1,440 toneladas, y que se emplea en el tráfico de pasajeros y en el de frutas, haciendo viajes c Port Antonio, que es la estación principal, Kingston, Anno Bay, Buff Bay, Hope Bay, Port Morant y otros puntos, á Nue York, Filadelfia, Boston y Baltimore. Los vapores de la "W Indian and Pacific Line" corren dos veces al mes de la ciud de Kingston á Nueva Orleans, haciendo escala en algunos puer mexicanos. La "Independent Line" ha comenzado últimamer á hacer viajes de ida y vuelta con sus buques entre Nueva Yo y Kingston. Se dedican éstos principalmente al tráfico de frut Hay muchas vapores ventureros ó sin escala fija que corren en los puertos de la isla y los de los Estados Unidos."

Los principales puertos de Cuba están en comunicación] vapor con los Estados Unidos, y las siguientes líneas de nave ción merecen mencionarse: la "New York and Cuba M Steamship Company," la "Munson Steamship Line," y la "Co pañía Trasatlántica Española." Santo Domingo y Haití tier también buenos medios de comunicación con los Estados U dos por vapores y veleros. Otro tanto puede decirse de las A llas francesas, holandesas y danesas.

Como era de esperarse, dada la posición geográfica de Antillas respecto de los Estados Unidos, las transacciones merc tiles entre este país y aquellas islas son de gran importancia y tendencia es á crecer rápidamente. Con las colonias españolas Cuba y Puerto Rico, y especialmente con la primera, el tráfico los Estados Unidos ha sido muy notable, pues ha ascendido á

nos del noventa por ciento del comercio total de la gran
ıtilla.

Según el "Statesman's Year Book" para 1897, casi todo el
aco y casi la mitad de los cigarros que se exportan de Cuba
nen á los Estados Unidos. La misma autoridad asegura que
las 832,431 toneladas de azúcar que salieron de la isla en 1895,
introdujeron en los Estados Unidos 769,962. El tráfico de la
an República con las Antillas inglesas es considerable, pues,
no se dijo atrás, la mayor parte de los productos de éstas
ne á los mercados americanos y en ellos también se proveen
ıellas colonias de lo que necesitan. Jamaica, que es la primera
todas ellas por su extensión, riqueza y población, importa de los
ıtados Unidos una gran cantidad de artefactos, cantidad que en
96 representaba el 33.9 por ciento de la importación total de artí-
los manufacturados. En cuanto á las sustancias alimenticias que
introducen en la isla, la mayor parte va de los Estados Unidos,
ıes, según el Cónsul ECKFORD (véanse las "Commercial Rela-
ıns of the United States" para 1895 y 1896, página 519), de los
3,870,716.03 que esa importación representó en el año económico
1895–96, correspondieron á este país $2,429,294.91.

El comercio de los Estados Unidos con las Antillas francesas
nque es ya de consideración, no ha llegado aún á su completo
sarrollo, y á este respecto conviene citar lo que dice el Cónsul
ıericano, Mr. TUCKER, en un informe que dirigió de St. Pierre,
artinica, el 8 de octubre de 1896, y que fué publicado en las
Commercial Relations of the United States" correspondientes á
95 y 1896. He aquí como se expresa el citado funcionario:

"En una entrevista reciente que tuve con el Corregidor de St.
erre, este señor se quejó de la imposibilidad de obtener informes
actos valiéndose de catálogos que vienen impresos en inglés,
rque ninguno de los empleados de la municipalidad conoce
cha lengua. Aludió especialmente á las bombas de incendio,
ıe la ciudad, según él me manifestó, desea comprar, y al mismo
mpo me dijo que desearía tener un catálogo y una lista de pre-
os en francés de toda clase de efectos de escritorio, agregando
ıe el envío de esas publicaciones en inglés, como constantemente
hace, es un gasto innecesario.

"Sería bueno hacer presente á los industriales y comerciantes de
s Estados Unidos la conveniencia de mandar á esta isla catálogos

y listas de precios en francés, como un medio para introducir aquí las manufacturas americanas, dándolas á conocer mejor de lo que se conocen en la actualidad. También se puede aconsejar para el mismo objeto el envío de agentes comerciales que sean hombres de inteligencia y educación, así como conocedores de lenguas extranjeras, á fin de que visiten esta isla y otros lugares donde se habla francés. De otra suerte, la venida de dichos agentes tiene que ser estéril en sus resultados. Cuando pienso en los esfuerzos que hacen otras naciones, especialmente Alemania, para educar jóvenes que se dediquen á ese importante trabajo, y observo el buen éxito alcanzado, no puedo menos de hacer presente á mis conciudadanos la necesidad que hay de fijarse en esta materia, hallándonos, como nos hallamos, en una época de competencia y de esfuerzos constantes para mejorar los medios de atraerse el comercio de los países extranjeros. He visto en esta isla agentes comerciales de los Estados Unidos que no podían hablar francés y que, por consiguiente, no hacían negocios de ninguna clase, mientras que otros versados en esa lengua y entendidos en su oficio, obtenían grandes ventajas para las casas que representaban."

Las Antillas danesas y holandesas son las menores de todas y su comercio es naturalmente proporcionado á su tamaño. El tráfico que mantienen con los Estados Unidos es, sin embargo, de bastante importancia. Al hablar de las importaciones y exportaciones en St. Thomas, el Cónsul STEWART, en un informe dirigido con fecha 5 de setiembre de 1896, y que se publicó en las "Commercial Relations of the United States," para 1895 y 1896, se expresa así:

"Ha habido una diminución en las importaciones de Inglaterra, Francia y Alemania durante el año económico que terminó el 30 de junio de 1896, mientras que las importaciones de los Estados Unidos han aumentado en más de $40,000. * * *

"Las exportaciones tuvieron un valor de cerca de $60,000, y de esta cantidad, $37,987 fueron á los Estados Unidos."

La colonia holandesa de Curazao tiene, en proporción á su tamaño, un comercio de consideración con los Estados Unidos; pero es claro que mucho se prodría hacer para aumentarlo, y acerca de esto, el Cónsul americano, Mr. JERVIS SPENCER, dice, en un informe publicado en las "Commercial Relations of the United

States," correspondientes á 1895 y 1896, lo que á continuación se leerá

"Si se exhibieran aquí muestras de manufacturas americanas, junto con las listas de precios, y se las comparara con las europeas, es seguro que las primeras serían preferidas y que se establecería un tráfico con tendencias á crecer de día en día. Yo aconsejaría que dichas muestras fueran puestas en exhibición en un edificio, á fin de que los fabricantes de los Estados Unidos pudieran con poco costo vender sus manufacturas á los comerciantes de por acá."

El Cónsul SPENCER aconseja, á semejanza de lo que han hecho otros, el envío de agentes comerciales que conozcan la lengua, los gustos y las costumbres del país.

Al considerar el desarrollo á que puede llegar el tráfico de los Estados Unidos con las Antillas, lo primero que salta á la vista es la proximidad de estas islas al litoral de la Gran República. Las montañas de Cuba casi se descubren desde la Florida. De Nueva York á Kingston, Jamaica, la distancia es de 1,820 millas, siendo mucho menor á Haiti. Situadas las Antillas en el derrotero que siguen los vapores y veleros que se emplean en el comercio entre los Estados Unidos y la costa de la América Central y del Sur sobre el Atlántico, es indudable que á medida que se desarrollen las relaciones comerciales de las tres secciones de este continente, el tráfico entre las islas del Caribe y los mercados del norte tendrá necesariamente que tomar mayor incremento. Las fábricas americanas pueden proveer á todo el archipiélago de cuantas manufacturas han menester sus habitantes, y la competencia de las naciones del Viejo Mundo será imposible el día que los comerciantes de los Estados Unidos, acomodándose á las exigencias de los mercados antillanos, adopten el método comercial seguido por los países europeos, principalmente Alemania, y que consiste, ante todo, en estudiar, por medio de agentes activos y bien educados, los usos, las costumbres y aun los gustos peculiares de los pueblos con los cuales trafican.

La reconstrucción de la marina mercante de los Estados Unidos es una necesidad imprescindible ante las exigencias del comercio exterior. No hay razón para que los armadores americanos no puedan competir con los de Europa en la industria de transportes por agua, sobre todo, tratándose de los países de este continente, y sin embargo, es un hecho innegable y sorprendente que la mayor

parte de las mercancías que se introducen á los puertos de la América latina llega en barcos de nacionalidad europea. En los astilleros americanos se construyen buques tan buenos como los que se hacen en Inglaterra, y es una verdad reconocida que en épocas pasadas la marina mercante de los Estados Unidos llegó á sobrepujar á la inglesa. A ponerla otra vez en esas condiciones deberían dirigirse los esfuerzos de cuantos aspiran á ver á la Gran República dominando sin competencia alguna en todos los mercados del Nuevo Mundo.

A medida que la marina mercante de los Estados Unidos se levante á la altura á que debe necesariamente llegar, se hará más fácil el crecimiento del tráfico de este país con los demás de América. Es un hecho reconocido por todas las grandes potencias del mundo que nada es tan favorable al comercio de un país como el poder enviar sus productos al extranjero amparados por su propia bandera, y á esto se debe indudablemente en gran parte la posición prominente que la Gran Bretaña ha ocupado por largo tiempo respecto de las otras naciones mercantiles. Bien conocidos son los esfuerzos que Francia y Alemania han hecho y siguen haciendo en beneficio de su marina mercante. En los Estados Unidos se comprende perfectamente la importancia de que el comercio americano disponga de mejores medios de transportes á fin de que los exportadores de este país dejen de pagar tributo á empresas de navegación extranjeras. Siendo la Gran República la primera nación industrial del mundo y contando en ambos mares con numerosas y excelentes puertos, natural es que posea una marina mercante proporcionada á las necesidades de su tráfico, y la tendrá. Mucho se ha adelantado y sigue adelantándose en este sentido, pero aun queda bastante por hacer. Día vendrá, sin embargo, y todo parece indicar que ya se acerca, en que la bandera americana, flotando sobre barcos mercantes americanos, se ofrecerá á los ojos del viajero, como hoy se presenta la inglesa, en todos los puertos de América.

A. Guzmán

REPÚBLICA ARGENTINA.

INDUSTRIA AZUCARERA DE TUCUMÁN EN 1896–97.

La producción de azúcar en la provincia de Tucumán ha seguido durante el pasado año fiscal, el desarrollo creciente de que se ha hecho mérito en anteriores informes. La cosecha de 1896–97 ascendió á 135,606 toneladas. La producción de los cinco años precedentes fué como sigue:

Años.	Toneladas.
1891–92	45,000
1892–93	40,000
1893–94	55,000
1894–95	74,000
1895–96	103,000

Durante el año de 1896–97 se encontraban moliendo treinta y cuatro ingenios, cinco de los cuales, cuyos dueños son franceses, produjeron 23,000 toneladas; dos, cuyos dueños y administradores son hijos de franceses, ciudadanos de la Argentina, produjeron 8,000 toneladas, y tres, cuya producción total fué de 22,500 toneladas, son de propiedad de una compañía alemana. Además de estos ingenios, hay uno español que produce 9,000 toneladas, uno sueco y uno americano que hacen una zafra de 1,600 y 2,154 toneladas, respectivamente. Los veinte y un ingenios restantes son de la propiedad exclusiva de argentinos.

Estos ingenios han recibido de Francia toda su maquinaria, con excepción de los tres ingenios alemanes, el americano y otro más, los cuales han comprado su maquinaria en Inglaterra.

Se espera que la zafra de 1897–98 será de más de 150,000 toneladas. Por consiguiente el mercado de la Argentina puede considerarse, desde ahora, como cerrado á los azúcares europeos, con excepción de algunas pequeñas cantidades de azúcar refinado, introducidas para el uso de ciertos consumidores ricos.

Los anteriores datos se refieren sólo á la provincia de Tucumán. La producción de azúcar en las provincias vecinas de Salta, Jujuy, el Chaco y Corrientes, ascendió en 1895 á 15,000 toneladas, según un informe oficial. En Santa Fe, Formosa y Santiago, la zafra del mismo año fué de 9,000 toneladas.

COSECHA DE CEREALES.

El "South American Journal" de 19 de marzo, publica la siguiente comunicación sobre la cosecha de cereales. Dicha comunicación está escrita por Mr. WILLIAM GOODWIN, miembro de la inspección de granos del rio de la Plata, y está fechada en Buenos Aires el 14 de febrero de 1898.

Una producción deficiente de trigo ha tenido lugar en muchos puntos de la República Argentina, según informes, y se cree que la exportación total del río de la Plata no excederá de 5,000,000 de cuartales, á pesar de haber habido en el Uruguay una cosecha abundante, de buena calidad; pero si la copiosa escarcha del 8 de noviembre, cuando la planta estaba en flor, se hubiese demorado una semana más, se habría duplicado probablemente la cantidad destinada á la exportación, pues el daño ocasionado por la langosta no fué de importancia y el mayor daño occasionado por la seca tuvo lugar en los distritos en que ésta se presentó despues de las cosechas. La calidad del grano será varia, y las copiosas lluvias que han caido últimamente han causado daño considerable en muchas rimas que no están trilladas todavía.

La cosecha de linaza es muy escasa y es dudoso que la exportación exceda de 100,000 toneladas, de calidad mediana.

La cosecha de maíz promete ser muy grande, y no hay mayores temores de que sea dañada por la langosta en las pocas semanas que faltan para que aquella planta entre en el período de madurez.

BRASIL.

INDUSTRIA DEL CAFÉ EN EL BRASIL.

Mr. JOHN H. KEOGH, representante de una de las principales casas importadoras de café de los Estados Unidos, que ha vivido en el Brasil por muchos años, y que está perfectamente impuesto del estado de la industria cafetalera en el Brasil y otros países, dá en una entrevista que se publicó en el "Wholesale Grocer," los siguientes datos sobre la producción actual de café en el Brasil.

Dice que la cosecha que habrá de venderse de junio de 1897 á junio de 1898, alcanzará cerca de nueve y medio millones de sacos, de los cuales tres y medio millones serán embarcados para Rio y seis millones para Santos.

El gran aumento sobre la producción del año pasado se atribuye al rendimiento de los nuevos cafetales del distrito de Santos (Estado de São Paulo). Muchos de los cafetales que exportan

us productos por el puerto de Rio, son muy viejos, y ya no producen tan abundantemente como antes. Los métodos que están en boga en São Paulo para el cultivo y tratamiento del café, son más modernos que los que se emplean en la mayor parte de los distritos contiguos á Rio.

En cuanto á los prospectos del año que viene, las opiniones difieren grandemente, dice Mr. KEOGH, pero según presupuestos moderados, la cosecha será algo menor que la de 1897–98. Los bajos precios que han prevalecido en meses pasados disminuyen necesariamente los esfuerzos de los plantadores en la producción de un artículo que sólo deja un provecho reducido. Los plantadores están acostumbrados á realizar grandes ganancias, y el precio actual de aquel producto ha ocasionado muy desalentadores efectos.

En el Estado de São Paulo hay un número considerable de excelentes cafetales cuyos dueños son brasileros, y hay también otros extensos cafetales explotados por alemanes, pero hasta el presente, los ciudadanos de los Estados Unidos no se han dedicado en grande escala al cultivo del café. Los trabajadores empleados en las plantaciones son, en su mayor parte, portugueses é italianos. Se trató, hace tres años, de introducir chinos, pero este plan no obtuvo éxito. Se trajeron 300 ó 400 chinos que se emplearon en las plantaciones, pero poco después se dejó que se fueran para las ciudades. La cuestión del trabajo adaptable á esta clase de cultivo está todavía pendiente de solución en el Brasil.

Por vía de suplemento y confirmación al informe de Mr. KEOGH, diremos que la "Associação Commercial" celebró una reunión en Santos el día 1° del corriente con el objeto de recibir los informes de las comisiones nombradas para calcular el importe de la cosecha que habrá de venderse en Santos. Estas comisiones, después de visitar los distritos cafetaleros que les fueron asignados, calcularon que la producción total de Santos sería de 4,250,000 sacos.

Se acordó en la junta que estas cifras se telegrafiasen á Lóndres, Hamburgo, Havre, y Nueva York, y se acordó además que se tomase igual acuerdo todos los años.

El "Rio News" del 8 de febrero dice, refiriéndose á esta materia:

Aunque no es nuestro deseo discutir el informe de la comisión de Santos sobre la próxima cosecha de café, conviene recordar que varios de los miembros de las

diversas comisiones, son plantadores al mismo tiempo que "comisionados" y exportadores. Puede considerarse, por consiguiente, que este informe representa los intereses de los plantadores, á quienes conviene que las cosechas se estimen lo más bajo que sea posible.

El "American Grocer" de 9 de marzo, publica la siguiente estadística de las remesas de café de julio 1° de 1897, á marzo 7 de 1898, y dá también el importe de las remesas por iguales períodos de los dos años anteriores:

	1898.	1897.	1896.
	Sacos.	*Sacos.*	*Sacos.*
Recibidos en Rio	3, 378, 000	2, 704, 000	1, 890, 000
Recibidos en Santos	5, 215, 000	4, 241, 000	2, 676, 000

COLOMBIA.

TERMINACIÓN DEL MUELLE DE LA BOCA.

En una comunicación de fecha 3 de febrero de 1898, el Canciller del Consulado de los Estados Unidos en Colón, Mr. MURPHY, dá cuenta al Departamento de Estado de la terminación del muelle de La Boca, punto terminal del Canal de Panamá por el lado del Pacífico. Se consideró necesaria la construcción de aquella obra para obviar los obstáculos que presentaban las grandes mareas en el puerto de Panamá que excedían de veinte y cinco pies, y dejaban ver el fondo del mar por una milla ó más, desde la orilla, en la mayor baja mar.

Según Mr. MURPHY, es opinión general que esta obra alcanzará un éxito completo, pues los buques de mayor tamaño podrán cargar y descargar en el muelle, en vez de hacerlo como antes, por medio de lanchas en la rada abierta.

En un informe presentado por M. BONARDEL, Presidente de la Directiva de la Nueva Compañía del Canal de Panamá, en una junta de accionistas celebrada en Paris el 28 de diciembre de 1897, se consigna que la terminación del puerto y del muelle de La Boca es uno de los principales trabajos entre los emprendidos por la compañía durante el año pasado, y que su principal objeto es facilitar á la Compañía del Ferrocarril de Panamá el trasbordo de mercancías más rápidamente y con menos gastos que antes, de

manera que pueda competir ventajosamente con varios ferrocarriles trascontinentales y con la trasportación marítima por el Estrecho de Magellanes.

Se han terminado catorce millas del canal á partir del extremo de Colón, y seis millas desde el de Panamá; pero la mayor y más difícil parte de la empresa, ó sean las obras necesarias para cruzar la cordillera Culebra y prevenir las inundaciones del río Chagres, no se ha terminado todavía.

CONSTRUCCIÓN DE FERROCARRILES.

El Chargé d'Affaires de Inglaterra en Bogotá ha comunicado á la Oficina de Relaciones Exteriores que el gobierno de Colombia ha celebrado un contrato con el Señor Don FRANCISCO J. CISNEROS, para la prolongación del ferrocarril de Bolívar. Según los términos del contrato, el Señor CISNEROS queda autorizado para construir y poner en estado de explotación un ferrocarril desde Barranquilla, ó desde cualquier otro punto del camino entre Barranquilla y Puerto Colombia, hasta Sabanalarga ó Usiacuri.

La entrevía será de 3 pies 3½ pulgadas, y el peso mínimo de los rieles de 35 libras por yarda. En la conducción de los trabajos se tendrá en cuenta el carácter permanente de la obra, y se construirá suficiente número de estaciones, almacenes y otras pertenencias.

También se ha celebrado un contrato con Don ALBERTO J. OCA para la construcción de un ferrocarril desde Ocana hasta el río Magdalena. Esta línea será de vía estrecha, con pendientes que no excedan de tres por ciento, y con curvas cuyo radio no baje de 328 pies. En la construcción y explotación de esta línea, el contratista queda obligado á satisfacer todas las necesidades del tráfico.

COSTA RICA.

LA "ABANGARES MINING SYNDICATE, LTD."

El Congreso aprobó, el 23 de febrero del año corriente, el contrato celebrado entre el Ministro de Hacienda y la Compañía inglesa conocida con el nombre de "The Abangares Mining Syndicate, Ltd." Esta corporación se compromete á explotar la región minera de Abangares, en la provincia de Guanacaste. La

compañía estará exenta durante cincuenta años de todo impuesto nacional que en adelante pudiera establecerse, salvo lo que se dispone en otra parte del mismo decreto. También estará exenta por el mismo período del pago de derechos de importación sobre la maquinaria y otras cosas que introduzca para sus trabajos. Si la compañía usa sus propios muelles para la introducción de los objetos exentos de derechos, no pagará muellaje; pero si se vale de los muelles del Gobierno, tendrá que satisfacer dicho impuesto. Se entiende que la exención de derechos y otros impuestos es solamente sobre artículos que la compañía iutroduzca con el objeto exclusivo de explotar y conservar las vetas minerales. Sobre el producto bruto de la empresa la compañía pagará un impuesto anual del uno por ciento durante los primeros veinticinco años del contrato, y del dos por ciento, también anual, sobre el mismo producto bruto, durante los veinticinco años subsiguientes. En cuanto á los impuestos municipales, la compañía pagará aquéllos de carácter general hoy establecidos, ó que en adelante se establezcan.

La compañía tendrá el derecho de construir los muelles, tranvías y ferrocarriles, y de instalar los telégrafos y teléfonos que considere necesarios para el servicio de la empresa. La compañía se obliga á transportar gratis en sus ferrocarriles y tranvías á los funcionarios públicos, así como los pertrechos de guerra nacionales; á conceder el uso gratúito de sus muelles para todos aquellos objetos pertenecientes al Gobierno; á transmitir gratis por sus líneas telegráficas y telefónicas los despachos oficiales; á invertir en Costa Rica, para la instalación de su empresa, no menos de cincuenta mil libras esterlinas. La compañía podrá traspasar á una ó varias personas ó compañías los derechos que se le conceden por el contrato; pero no podrá traspasarlos ni admitir como socios á gobiernos extranjeros. La duración del contrato es de cincuenta años, contados desde la fecha en que sea aprobado por el Congreso. El contrato caducará, si la compañía no empezare sus trabajos dentro de los seis meses siguientes á la aprobación de este convenio; si comenzados los trabajos, estos se suspendieren por tres años consecutivos; si la compañía se negase á pagar al Gobierno el tanto por ciento de que se habla atrás.

Como garantía de que los trabajos comenzarán dentro del término estipulado, la compañía depositó diez mil pesos, moneda

le Costa Rica, en el Tesoro Público, cantidad que pertenecerá de iecho al Gobierno si los trabajos no comenzaren dentro del referido iempo.

ECUADOR.

CULTIVO DEL HULE.

El Cónsul-General PERRY DE LEÓN, envía de Guayaquil al Departamento de Estado, con fecha 26 de febrero, un informe relativo al cultivo del hule en el Ecuador. De dicho informe, extractamos lo siguiente.

El cultivo del hule en el Ecuador es una nueva industria; hasta el presente, la goma elástica se ha extraido de árboles que se dan silvestres en los bosques, pero la manera descuidada en que se ha llevado á cabo aquella operación, ha dado por resultado la destruction del árbol. En algunas regiones remotas hay todavía grandes bosques que por razón de su inaccesibilidad y por falta de medios de transporte permanecen intactos.

Trátase de obtener del gobierno una concesión de ocho años para la explotación de la goma y la quia en la provincia de Tungurahua, en una extensión de terreno de 8 á 10 leguas cuadradas. Los principales productos de la República son cacao y café, pero se espera que la atención de que actualmente es objeto el cultivo del hule, dé á esta industria tanta importancia como la que aquéllas tienen.

El Cónsul-General DE LEÓN dice que el Ecuador produce en abundancia toda clase de árboles gomeros, y que los de mejor calidad se encuentran en las regiones mas templadas de los trópicos. El árbol da su mayor rendimiento á una temperatura de 64° Fahrenheit; á una temperatura más baja la goma se solidifica, la incisión se cierra y el flujo del líquido queda paralizado.

El Ecuador tiene inmensas extensiones de tierra propia para al cultivo del hule, que se pueden obtener á precio de bagatela. Dice el Cónsul-General en su informe:

> Yo estoy seguro de que el Presidente ALFARO recibirá con júbilo la inmigración y el capital americanos. Los inmigrantes encontrarían medios bastantes de subsistencia, mientras los árboles alcanzan un período de madurez. En este país la vida es muy barata; casi todo se da expontáneamente; la alimentación se

obtiene á un costo casi nominal y se necesita muy poca ropa. Si se llevara á cabo el proyecto de ferrocarril á Quito, podrían utilizarse inmensos bosques de hule que al presente están demasiado remotos para la explotación.

GUATEMALA.

LEYES DE MARCAS DE FÁBRICA Y DE PATENTES.

A continuación publicamos los artículos principales de las nuevas leyes de marcas de fábrica y de patente, emitidas en Guatemala el 23 de noviembre de 1897 y el 17 de diciembre del mismo año, respectivamente:

LEYES DE MARCAS DE FÁBRICA.

ARTÍCULO 1°. Son marcas de fábrica, de comercio é industriales, las denominaciones de los objetos ó los nombres de las personas, bajo una forma particular, los emblemas, los monogramas, los grabados ó estampados, los sellos, viñetas y relieves, las letras y números con dibujo especial, los envases ó envoltorios de los objetos y cualquier otro signo con que se quiera distinguir los artefactos de una fábrica ó los objetos de un comercio.

ARTÍCULO 2°. La marca puede ser colocada sobre los envases ó envoltorios ó sobre los mismos objetos que se quieren distinguir.

ARTÍCULO 3°. No se consideran como marcas de fábrica, de comercio é industriales:

1°. Las letras, palabras, nombres ó distintivos que use ó deba usar el Estado;

2°. La forma que se dé á los productos por el fabricante;

3°. El color de los productos;

4°. Los términos ó locuciones que hayan pasado al uso general;

5°. Las designaciones usualmente empleadas para indicar la naturaleza de los productos, ó la clase á que pertenecen; y

6°. Los dibujos ó expresiones contrarias á la moral.

ARTÍCULO 4°. La propiedad absoluta de la marca, así como el derecho de oponerse al uso de cualquiera otra, que pueda producir directa ó indirectamente confusión entre los productos, corresponderá al industrial ó comerciante que haya llenado los requisitos exigidos por esta ley.

ARTÍCULO 5°. La propiedad exclusiva de la marca sólo se adquiere con relación á industrias de la misma especie.

ARTÍCULO 6°. El empleo de la marca es facultativo. Sin embargo, podrá ser obligatorio cuando necesidades de conveniencia pública lo requieran.

ARTÍCULO 7°. La propiedad de una marca pasa á los herederos y puede ser transferida por contrato ó por disposición de última voluntad.

ARTÍCULO 8°. La cesión ó venta del establecimiento comprende la de la marca, salvo estipulación en contrario, y el cesionario tiene el derecho de servirse de la marca que lo designe, aunque ella sea nominal, de la misma manera que lo hacía

edente, sin otras restricciones que las que sean impuestas expresamente en el trato de venta ó cesión.

ARTÍCULO 9°. El contrato de transferencia de una marca, deberá hacerse ribir en la Oficina en que está registrada, para adquirir los derechos que fiere esta ley, para las marcas registradas.

ARTÍCULO 10°. Sólo será considerada marca registrada, para los efectos de la piedad que acuerda esta ley, aquélla por la cual la Oficina haya hecho la respondiente inscripción.

ARTÍCULO 11°. La protección de los derechos de fabricante, comerciante ó ustrial, respecto al uso exclusivo de la marca, sólo durará diez años, que rán ser prorrogados indefinidamente por otros términos iguales, llenándose vamente las formalidades establecidas y abonándose en cada vez el impuesto fija el artículo 22.

ARTÍCULO 12°. Los particulares podrán adoptar para los productos de sus ricas ó industrias permitidas por la ley, las marcas, nombres propios y distivos que estimaren adecuados, exceptuando únicamente:

1°. El escudo de armas de la República ó de cualquier otro país, salvo que se sente autorización del respectivo Gobierno;

2°. El retrato de cualquiera otra persona distinta del fabricante, comerciante ndustrial, sin su previo consentimiento; y

3°. Los distintivos que den lugar á confusión con otras marcas registradas.

ARTÍCULO 13°. Todo el que deseare obtener la propiedad de una marca de rica, de comercio ó de industria, deberá solicitarla ante la Secretaría de Estado el Despacho de Fomento.

ARTÍCULO 14°. La solicitud para obtener una marca se formulará en papel de cinticinco centavos, y deberá ir acompañada:

1°. De dos ejemplares de la marca, ó del signo distintivo del que se quiera er uso;

2°. De una descripción, por duplicado, de la marca ó del signo, si se trata de ras ó de emblemas, debiendo indicarse la clase de objetos á que estén destina-, y si van á aplicarse á productos de una fábrica ú objetos de comercio;

3°. De un recibo en que conste haberse depositado en la Tesorería Nacional impuesto establecido por el artículo 22; el cual se devolverá en caso de clararse improcedente el registro de la marca; y

4°. De un poder en forma, en caso de que el interesado no se presente per-nalmente.

ARTÍCULO 15°. Si la marca contuviere alguna contraseña y los interesados isieren hacer reservada referencia de ella, lo verificarán en un pliego cerrado acrado con un sello, que sólo podrá abrir el Juez respectivo, en caso de litigio acusación criminal.

ARTÍCULO 16°. Al pie de las solicitudes se hará constar la fecha y hora en que presentaren, por medio de una razón firmada y sellada por el Subsecretario l ramo; y el interesado tendrá derecho á que se le dé recibo de la solicitud, n expresión de la hora en que la presentó.

ARTÍCULO 17°. El derecho de prelación para la propiedad de una marca, se cidirá por el día y hora en que sea presentada la solicitud á la Oficina.

ARTÍCULO 18°. La solicitud sobre propiedad de una marca se mandará publica por él termino de un mes, en el periódico oficial, y se pasará después á l "Oficina de Marcas" para que informe. Si no se hubiere presentado oposició ni fuere desfavorable el informe, se emitirá acuerdo gubernativo ordenando registro de la marca. Con tal fin se remitirá el expediente original y la muest á la "Oficina de Marcas," para que se haga el registro en forma; se tome razó al pie de las diligencias, del número, folio y libro del registro, y se archive, pa constancia de la operación practicada. La certificación de la inscripción, acon pañada de uno de los ejemplares de la marca registrada, servirá al industrial título de propiedad de la respectiva marca.

ARTÍCULO 19°. En caso de oposición ó informe desfavorable á la solicitud registro de una marca, se oirá al Ministerio Público, y en seguida se resolverá procedente, si no hubiere nuevas diligencias que practicar.

ARTÍCULO 20°. Todas las cuestiones contenciosas entre particulares, sol derecho al uso de una marca, falsificación de ella, ó imitación de la misma, s de la exclusiva competencia de los Tribunales.

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ARTÍCULO 22°. Por el registro y certificado de marca, cualquiera que sea procedencia, se pagará un derecho de treinta pesos.

Por el registro y certificado de transferencia, se pagarán quince pesos.

Por los testimonios de certificado que se solicitaren en adelante, se paga cinco pesos, fuera del valor del sello del papel de la actuación en que se extienc

Estos derechos se cubrirán en la Tesorería Nacional.

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ARTÍCULO 24°. Las fábricas de países con quienes la República tenga en v convenios sobre el particular, registrarán sus marcas presentándose los du por sí ó por medio de apoderado, con mandato legal, y la constancia de registrada la marca en el otro país, debiendo, ambos documentos, estar traduc en su caso y siempre legalizados.

ARTÍCULO 25°. El que haya inscrito su marca, tiene la propiedad de mientras los Tribunales no manden cancelar la partida. En consecuencia, p transmitirse ú otorgarse el permiso para usarla, anunciándolo en el perió oficial y anotando en la "Oficina de Marcas" la escritura de traspaso ó cesión.

Los que anteriormente hayan omitido estos requisitos, cuidarán de llen para legalizar sus derechos.

ARTÍCULO 26°. El nombre del comerciante y el de la razón social, el muestra ó designación de casa que negocie en artículos determinados, const una propiedad industrial, para los afectos de esta ley.

ARTÍCULO 27°. Si un comerciante quisiere ejercer una industria ya explo por otra persona, con el mismo nombre ó con la misma designación convenci deberá adoptar una modificación que haga que ese nombre ó esa designació visiblemente distinta de la que usaba la casa preexistente.

ARTÍCULO 28°. Las sociedades anónimas tienen derecho al nombre que lle como cualquier particular, y están sujetas á las mismas prescripciones.

ARTÍCULO 29°. El derecho al uso exclusivo del nombre como propi

ustrial, terminará con la casa de comercio que lo lleve, ó con la explotación ramo de industria.

ARTÍCULO 30°. No es necesario el registro del nombre para ejercer los derechos rdados por esta ley, salvo el caso en que forme parte de la marca.

ARTÍCULO 31°. El registro de marcas se entiende acordado sin responsabilidad ına del Gobierno, quedando únicamente á los que se crean perjudicados por tercero, el derecho de acudir á los Tribunales á deducir la acción civil ó ninal que corresponda.

ARTÍCULO 32°. Serán castigados con la pena de seis meses á un año de arresto yor, conmutable en todo ó en parte, conforme al artículo 46 del Código ıal:

1°. Los que falsifiquen ó adulteren de cualquiera manera, una marca de fábrica, comercio ó de industria;

2°. Los que pongan sobre sus productos ó los efectos de su comercio, una rca ajena;

3°. Los que con conocimiento vendan, pongan en venta, se presten á vender i circular, artículos con marca falsificada ó fraudulentamente aplicada;

4°. Los que á sabiendas vendan, pongan en venta, ó se presten á vender mar- falsificadas, y los que vendan marcas auténticas, sin conocimiento de su pietario;

5°. Todos aquellos que con intención fraudulenta pongan ó hagan poner re una mercadería, una enunciación ó cualquiera otra designación falsa con ación al registro de la marca ó á la naturaleza, calidad, cantidad, número, o ó medida, ó al lugar ó país en el cual haya sido fabricada ó expedida; y

6°. Los que á sabiendas vendan, pongan en venta, ó se presten á vender mer- lerías con cualquiera de las enunciaciones falsas, mencionadas en el inciso terior.

ARTÍCULO 33°. Para que haya delito, no es necesario que la falsificación abrace los los objetos que debían ser marcados, bastando la aplicación á un solo jeto.

ARTÍCULO 34°. La simple tentativa no induce penalidad, ni causa responsabili- d civil, pero da lugar á la destrucción de los instrumentos que debían servir clusivamente para la falsificación.

ARTÍCULO 35°. Los que venden ó ponen en venta mercaderías con marca usur- ıda ó falsificada, están obligados á dar al comerciante ó fabricante dueño de las, noticias completas por escrito, sobre el nombre y la dirección del que les ya vendido ó procurado la mercadería, así como sobre la época en que haya menzado el expendio, y en caso de resistencia podrán ser compelidos judicial- ente, so pena de ser considerados como cómplices del delincuente.

ARTÍCULO 36°. Las mercaderías con marca falsificada, que se encontraren en der del falsificador ó de sus agentes, serán comisadas y vendidas, y su producto, spués de pagados los costos é indemnizaciones establecidas por esta ley, se ad- dicará á la Tesorería de las casas de Beneficencia de la localidad.

ARTÍCULO 37°. Las marcas falsificadas que se encontraren en poder del falsi- cador ó de sus agentes, serán inutilizadas, así como los instrumentos que hubie- n servido especialmente para la falsificación.

ARTÍCULO 38°. La acción criminal no podrá iniciarse de oficio, y corresponder solamente á los particulares interesados, pero una vez entablada podrá continuarse por pedido del Ministerio fiscal del respectivo departamento.

El demandante podrá desistir de su acción hasta el momento de dictarse l sentencia.

ARTÍCULO 39°. Los damnificados por contravención á los preceptos de esta ley podrán ejercer su acción, por daños y perjuicios, contra los autores y coopera dores del fraude.

Las sentencias de condenación serán publicadas á costa del contraventor.

ARTÍCULO 40°. No se podrá intentar acción civil ni criminal después de pasa dos tres años de cometido ó repetido el delito, ó después de un año contad desde el día en que el propietario de la marca tuvo conocimiento del hecho por primera vez.

Los actos que interrumpen la prescripción, son aquellos que están determi nados por el dercho común.

ARTÍCULO 41°. Las disposiciones contenidas en los artículos de la presente ley serán aplicables á los que hicieren uso del nombre de un comerciante ó de un razón social, de la muestra ó de la designación de una casa de comercio, indus tria ó fábrica, sin tener para ello la autorización legal correspondiente.

ARTÍCULO 42°. Los industriales, comerciantes ó fabricantes que al promulgars esta ley, estuvieren en posesión de una marca inscrita dentro del territorio de República, no podrán obtener el derecho al uso exclusivo de ella conforme á presente ley, sino llenando las condiciones exigidas por ella. Con este fin, les acuerda un plazo de seis meses, á contarse desde el día de su promulgaci

ARTÍCULO 43°. Si antes de la promulgación de esta ley, varios industrial comerciantes ó fabricantes hubiesen hecho uso de una misma marca, el dere al uso exclusivo de ella pertenecerá á aquél que probase haber hecho uso legíti de tal marca antes que los demás.

Si ninguno de los interesados pudiere justificar la prioridad en el uso d marca, se acordará la propiedad de ella al que tenga mayores elementos de j ducción.

ARTÍCULO 44°. No habiéndose hecho registrar una marca dentro del p fijado en el artículo 42, nadie podrá prevalerse del uso hecho de ella, antes c sanción de la presente ley, para reclamar el derecho de prioridad.

ARTÍCULO 45°. Para que las marcas extranjeras gocen de las garantías que ley acuerda, deberán ser registradas conforme á los Tratados respectivos.

Los propietarios de ella ó sus agentes debidamente autorizados, son los ú que pueden solicitar el registro.

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LEY DE PATENTES.

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ARTÍCULO 2°. Todo guatemalteco ó extranjero domiciliado en la Repúbli que invente alguna máquina, instrumento ó aparato mecánico, manufactura cualquiera especie, ó método de procedimiento de útil aplicación á las ciencias á las artes, podrá obtener del Gobierno una "patente de invención" que asegure por un término de cinco á quince años la propiedad de su invento.

También el que mejorase un descubrimiento ó invención patentada, tendrá recho á solicitar una patente adicional, que nunca se concederá por mayor ·mino que el que faltare de vencimiento á la patente principal.

Artículo 3°. Se tendrán por descubrimientos ó invenciones nuevos; los nuevos oductos industriales, los nuevos medios y la nueva aplicación de medios conolos para la obtención de un resultado ó de un producto industrial, ya sea por procedimiento completamente original, ó bien por el perfeccionamiento de s ya conocidos.

Artículo 4°. No se concederán patentes por los descubrimientos ó invenones que sean conocidos en el país ó en el extranjero, como todo ó como parte un procedimiento ya usado.

Artículo 5°. La concesión de una patente causa á favor del tesoro público, derecho de treinta pesos anuales, mientras dure el privilegio.

Artículo 6°. El pago de las anualidades referidas, se efectuará en la Tesorea Nacional, el primer año, al concederse el privilegio; y en los sucesivos, en s diez primeros días de enero, bajo la pena de cancelarse la patente por la ficina que la expidió.

Artículo 7°. No se concederán patentes cuando la invención ó mejora sea ntraria á los derechos anteriormente adquiridos por un tercero, á la seguriad, á la salud pública ó á la moral.

Artículo 8°. Las patentes caducan:

1°. Por haber sido expedidas en perjuicio de los derechos de un tercero, segun eclaración ó fallo de tribunal competente.

2°. Por transcurrir un año sin ponerse en práctica la industria ó empresa para ue se ortogó la patente.

3°. Por el abandono de un año de la empresa ó industria después de planteada.

4°. Cuando los productos que se expenden son inferiores á las muestras prentadas por adulteración que se hiciera;

La caducidad se declarará por el tribunal competente, á solicitud de cualquier cino ó del Ministerio Fiscal.

Artículo 9°. La persona que perfeccione el invento de otra que esté atentado, no podrá usar de la invención principal sin concertase con el inventor; éste tampoco podrá usar de la mejora patendada por el primero, sin su torización.

Artículo 10°. Las patentes se entienden concedidas sólo por el procediiento, no sobre los productos que puedan obtenerse por distinto sistema de aboración.

Artículo 11°. Cumplido el término prescrito en la patente, se publicarán las escripciones del autor ó inventor, se podrán tomar copias de ellas y será libre esde entonces la fabricación por el procedimiento que estaba patentado.

Artículo 12°. Todo guatemalteco ó extranjero que tenga un año de domiiliado en el país, que invente ó perfeccione una máquina, instrumento, aparato, anufactura, método ó procedimiento industrial, puede obtener del Ejecutivo la espectiva patente.

Las invenciones hechas en el extranjero podrán patentarse en esta República, uando sólo por ese medio pueda establecerse una nueva industria en el país, por

ser secreto el procedimiento para fabricarla; y en todo caso, cuando haya trat dos internacionales ó convenciones que así lo establezcan.

ARTÍCULO 13°. El Gobierno al conceder una patente deja siempre á salvo tercero el deducir en juicio el mejor derecho que pueda tener conforme á la le

ARTÍCULO 14°. La solicitud para obtener una patente, se presentará á la Secr taría de Fomento, en papel sellado de veinticinco centavos cada foja.

Al pie de tal solicitud, cuidará en el acto el Subsecretario de poner raz bajo su firma, de la hora y día en que se presentó, dando recibo al interesado lo pidiere.

ARTÍCULO 15°. La solicitud se acompañará de las muestras, dibujos ó modeo según la naturaleza de cada caso, y de una declaración jurada, con la legalizaci de firma ante Notario, conteniendo la descripción clara del invento y la protes de que antes no se tenía conocimiento de él. También se acompañará á solicitud el comprobante del pago de derecho á que se refiere el artículo 5°.

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ARTÍCULO 22°. Todo aquel que haya obtenido una patente de invención ó perfección, puede transferir sus derechos bajo las condiciones que estime opo tunas, siempre que se determine la persona obligada al pago del derecho fisc anual, se haga en escritura pública registrada en el libro de patentes y se anunc en el periódico oficial.

ARTÍCULO 23°. En el traspaso deberá indicarse si sólo se concede el derecho fabricación ó si es el privilegio en lo absoluto, y si se contrae á determina población ó á toda la República.

ARTÍCULO 24°. Serán castigados con la pena de seis meses á un año de arre mayor, conmutable en todo ó en parte, conforme al artículo 46 del Cód Fiscal:

1°. Los que falsifiquen máquinas, aparatos ó piezas de aparato patentado

2°. Los que con conocimiento de que son falsificados, los negocien de c quiera manera.

3°. Los que falsifiquen productos ó manufacturas patentadas.

4°. Los que con conocimiento de que son falsificados, los negocien de c quiera manera.

5°. Los que hayan hecho una declaración falsa, contra el tenor del artículo

6°. Los que hicieren aparecer como patentado un objeto, sin estarlo legalme

ARTÍCULO 25°. Los que vendan objetos que falsifican á los patentados, está la obligación de dar al patentado noticias del nombre del autor ó vendedo ellos y de la época en que les fueron entregados; debiendo considerarse c plices, en caso de que no den explicación satisfactoria de su procedencia.

ARTÍCULO 26°. Además de la pena que fija el artículo 24, se impondrá la d pérdida de los objetos falsificados y la indemnización de daños y perjuicios.

ARTÍCULO 27°. No se podrá intentar acción civil ni criminal, si los objeto procedencia legítima no llevan la indicación de estar patentados y el núme la patente, siempre que sea posible indicarlo.

Tampoco podrán intentarse tales acciones, después de transcurridos tres a de cometido ó repetido el delito, ó después de un año contado desde el día que el patentado tuvo conocimiento del hecho por la primera vez.

Los actos que interrumpen la prescripción, están determinados por el derecho común.

ARTÍCULO 28°. Son cómplices de los delitos expresados, los obreros que descubran los secretos de las fábricas en que trabajan, con referencia á los procedimientos patentados.

MÉXICO.

EXPORTACIÓN DE GANADO.

Dice el "National Provisioner" (que se publica en Chicago y en Nueva York) en su número del 26 de marzo, que la existencia de ganado vacuno en México está casi totalmente agotada. Este estado de cosas se atribuye á la extraordinaria demanda de carne de vaca mexicana, que empezó hace como dos años. El ganado que se benefició á fin de cubrir esta demanda fué sacado de los Estados de Chihuahua y Sonora en número de 5,000 á 6,000 cabezas mensuales. Además de esto, la exportación de ganado en pie á los Estados Unidos, durante los últimos doce meses, ha sido considerable. Mantiénese todavía esta demanda, y el resultado es que la existencia de ganado, en apariencia inagotable, del norte de Mexico ha sido grandemente reducida. Infiérese de aquí que los ganaderos mexicanos han obtenido provecho considerable de sus haciendas.

CONTRATO CON LA COMPAÑÍA MEXICANA DEL CABLE TELEGRÁFICO.

Con fecha 15 de noviembre de 1897, el Gobierno mexicano celebró un contrato por mediación del Secretario de Comunicaciones y Obras Públicas con la Compañía Mexicana del Cable Telegráfico. En este contrato, ratificado por el Congreso, se estipula que el servicio telegráfico internacional de la República quedará á cargo de las líneas de aquella compañía en combinación con la compañía titulada Western Union Telegraph Company de los Estados Unidos. Por virtud de este convenio la Western Union Telegraph Company queda autorizada para conectar sus alambres con los de la compañía mexicana, sobre ó bajo tierra, así como también el cable submarino, en Laredo, Tamaulipas, Ciudad Juarez, Chihuahua y Nogales. Por los términos del

artículo 24, la Compañía Telegráfica Mexicana se obliga á abonar al Gobierno de México 15 por ciento del provecho anual del servicio internacional de la República, que tenga lugar por la frontera del norte ó por medio de su cable. La compañía garantiza que el referido 15 por ciento no bajará de $20,000 oro anuales miéntras dure el contrato.

Según el artículo 26, el servicio telegráfico internacional de la República será llevado à cabo solamente por el Gobierno Federal la Compañía Telegráfica Mexicana, y la Union Telegraph Company, miéntras este contrato esté vigente; y la expresión "servicio telegráfico internacional" incluye el servicio de teléfono y todo cambio de despachos ya sea directamente por contacto de las líneas, ó ya indirectamente por medio de mensajeros, ó de otra suerte.

En caso de falta de cumplimiento del párrafo 1° de este artículo, la Compañía Telegráfica Mexicana podrá suspender el pago del 15 por ciento de las utilidades de que se ha hecho mérito.

EL CANAL DE DRENAJE.

La grande obra de construcción del canal de drenaje del Valle de México, ha sido terminada, con excepción de unos cuantos toques finales. Según informes, este canal que ha llamado la la atención de los ingenieros en México desde que los trabajos se iniciaron en 1607, estará en operación dentro de los próximos seis meses. El contrato por el cual se ha llevado á cabo la obra se celebró en 25 de diciembre de 1889 entre el Gobierno Mexicano y los Señores PEARSON & SONS de Lóndres. La obra completa, incluyendo canal y tunel, tendrá 40 millas de largo y costará $20,000,000.

El Valle de México es una inmensa hoya y tiene una extensión de 2,200 millas cuadradas con una altura media sobre el nivel del mar de 7,413 piés. Fué en un principio un mar interior y tras los procesos naturales de absorción, evaporación, etc., quedó una serie de lagos que han sido fuentes de constante peligro para la vida y la propiedad y una amenaza á la salud de los habitantes de de la ciudad de México y de las villas y aldeas vecinas.

El Señor ROMERO, Ministro de México en los Estados Unidos

un artículo sobre la materia publicado en el "Engineering agazine" de 1895, dice:

Cuando desaparezca el peligro de las inundaciones y se ponga remedio á la alubridad por medio de un sistema apropiado de drenaje, la mayor seguridad vidas y propiedades de aquella suerte obtenida, influirá en la prosperidad de iudad de México. El valor de la propiedad aumentará, y la población crecerá idamente, sin contar el número de viajeros que vendrán de los Estados idos.

ARRENDAMIENTO DEL FERROCARRIL DE TEHUANTEPEC.

Se ha celebrado un contrato entre el Gobierno Mexicano y la casa e los Señores PEARSON & SONS, de Lóndres, por el cual el Gobierno a en arrendamiento á aquella firma, por un período de cincuenta ios á contar desde el 1° de abril de 1898, el Ferrocarril de ehuantepec, con todas sus pertenencias. El arrendamiento com-rende la obligación de construir puertos buenos y seguros en los os extremos de la línea, Coatzacoalcas y Salina Cruz. Por s términos del contrato los Señores PEARSON & SONS se obligan poner la línea en buenas condiciones para el servicio y á mantenerla n el mismo estado hasta que sea traspasada al Gobierno á la xpiración del plazo del arrendamiento. El Gobierno garantiza 6 por ciento del capital empleado en el mejoramiento de la nea, y la utilidad que exceda de éste tanto por ciento ingresará en tesoro nacional.

DEPÓSITOS DE CARBÓN.

Uno de los puntos de principal é inmediata importancia en uanto á los intereses industriales de México, es la necesidad de xplotar los depósitos de carbón del país que no han sido objeto e toda la consideración que su necesidad é importancia deman-an. Del periódico "The Black Diamond" que se publica en hicago, se han tomado los siguientes párrafos sobre la materia:

Con el desarrollo de las manufacturas de México y la extensión de sus ferro-arriles, ha tenido lugar una creciente demanda de carbón. La falta de carbón arato está impidiendo el desarrollo de México en grado no insignificante. Ha abido una razón por la cual los minerales de México han sido importados en s Estados Unidas en tales cantidades, y como la tarifa de minerales tenderá á artar esta introducción, se acentuará más la demanda de las maquinarias que equieren el empleo del carbón.

Según las estadísticas del Gobierno mexicano, la importación de carbón y coke en México fué como sigue:

Año.	Coke.	Carbón.
1894	$378, 522	$626, 070
1895	287, 075	701, 913
1896	492, 167	496, 376

Al mismo tiempo hubo la siguiente exportación de carbón á los Estados Unidos:

Año.	Carbón.
1894	$205, 605
1895	232, 919
1896	270, 176

Estas cifras representan solamente el producto de las minas del Ferrocarril Internacional Mexicano en el Estado de Coahuila.

La mayor parte de las locomotoras y las mayores fábricas emplean leña. En nueve Estados mexicanos hay minas de carbón, pero la mayor parte de estos depósitios no son hoy accesibles desde los ferrocarriles existentes. Uno de estos depósitos, situado en los límitos del Estado de Veracruz, no sólo es de fácil acceso para un ferrocarril, sino que este atravesaría una rica sección del país y abriría, prolongándola más hácia el sur, un camino mas corto y fácil del puerto de Tampico á la Capital, en cuyos puntos encontraría mercados favorables.

Los depósitos de carbón de San Marcial, en el valle del Yaqui, en Viejo México, prometen ser muy valiosos. Se dice que son maravillosos y que tal vez den márgen á una revolución en el comercio de combustible en la costa del Pacífico. Estos depósitos contienen 108 millas cuadradas más de área superficial que los cinco depósitos de carbón antracito de Pennsylvania, y su área es sólo 12½ millas cuadradas menor que el área total de los depósitos de carbón de Inglaterra. Las venas carboníferas se extienden, sin solución de continuidad, desde la cima de la cordillera de Los Bronces hasta el Río Yaqui. Dícese también que el carbón es de calidad superior, y aún mayor que el antracito de Pennsylvania. El carbón de México tiene de 90 á 92 por ciento de carbóno fijo; de 3½ á 5 por ciento de materia combustible volátil; y de 4½ á 5 por ciento de ceniza, y no deja escoria.

Estas ricas minas, de fácil acceso á la costa, debieran atraer la atención de los capitalistas.

NICARAGUA.

PLÁTANOS EVAPORADOS.

En un número anterior de este BOLETÍN, se dió cuenta de una nunicación dirigida á esta Oficina por Mr. M. J. CLANCY, gente Consular de los Estados Unidos en Bluefields, Nicaragua, la cual decía el mencionado Cónsul que se estaba ensayando exportación de plátanos evaporados á los Estados Unidos y ropa, para lo cual se utilizaba el exceso de producción de dicha ta en aquel distrito.

Se decía que millones de pequeños racimos, impropios para a portación, eran arrojados en el río, ó se les dejaba podrir en el elo; y se consignaba además que en caso de obtener éxito, aquel perimento, no sólo se aprovecharía toda la cosecha, sino que los bricantes de los Estados Unidos encontrarían ancho campo donde locar los implementos adaptables á aquella industria.

Como información adicional, se inserta en este BOLETÍN la guiente carta de Mr. CLANCY, publicada en el "Bluefields ecorder" de 5 de marzo de 1898:

AGENCIA CONSULAR DE LOS ESTADOS UNIDOS,
Bluefields, Nicaragua, febrero 28, 1898.

ALENTINE BROTHERS,
Agentes de la Compañía del Ferrocarril de Honduras, New York City.

MUY SEÑORES MÍOS: Acuso recibo de la apreciable de Vds. de fecha 17 del rriente, relativa á la industria de plátanos evaporados.

Empezaré diciendo que hay anualmente en el distrito platanero de Bluefields, illones de racimos de plátanos de siete ó menos manos, que ó son arrojados los ríos, ó abandonados en el suelo, donde se pudren por falta de mercado.

De alcanzar éxito la industria de plátnnos evaporados, los plantadores del río scondido y sus tributarios obtendrían considerable beneficio.

No puede decirse siquiera que esta industria se encuentra en lo que pudiéramos amar sus comienzos, pues las máquinas evaporadoras que ahora se usan son de bricación local improvisadas por los mismos plantadores, al mismo tiempo que s que á esta industria se dedican no saben absolutamente nada de los principios la evaporación de frutas. Esto fué lo que me movió á dirigir una comuni- ación sobre la materia á la Oficina de las Repúblicas Americanas, con el objeto que se le diera publicidad.

Cuando los fabricantes de máquinas para la evaporación de frutas vean que iste un mercado ilimitado para la colocación de sus productos, fabricarán una quina de aquella clase, adaptable á esta industria particular.

Los nativos de las islas de Samoa secan los plátanos al sol, y exportan los que no usan para el consume local, pero ignoro cual sea el mercado adonde envían sus productos.

El Director del Parque ó Museo Nacional de Copenhague, Dinamarca, haría pedidos mensuales de plátanos así preparados, si encontrara quien estuviese dispuesto á suministrarlos.

El plátano en esta forma se usa en la confección de confituras, y es excelente para la alimentación de los animales que están en casas y en parques zoológicos.

Alemania, Noruega y Suecia, donde la introducción de plátanos evaporados se ha hecho en pequeña escala, son buenos mercados para la importación de aquel producto. Según informes, los plátanos entran libre de derechos en Alemania y Francia, y en los Estados Unidos pagan dos centavos oro por libra.

El plátano se vende aquí á 20 centavos la libra, moneda nicaragüense (8 centavos, moneda de los Estados Unidos), y se revende á 30 centavos libra, moneda nicaragüense.

Téngase presente que á causa de las fluctuaciones en el tipo de cambio, el precio sólo puede calcularse en moneda de los Estados Unidos.

Trátase de vender los plátanos puestos abordo, ya sean con destino á Nueva Orleans ó á Nueva York, á 10 centavos oro la libra, á los comerciantes en este fruto que compren en grandes cantidades.

En la actualidad, los plátanos son colocados en cajas bastas de madera, cada una de las cuales contiene cinco libras.

Remitiré á Vd. una caja á Nueva York en la semana próxima.

Cuando se empleen los aparatos apropiados para la evaporación de grandes cantidades, los plátanos serán exportados en barriles á los Estados Unidos y á Europa, y los importadores podrán disponerlos después en paquetes según las necesidades del consumo. Cuando el plátano está completamente maduro, se le quita la cáscara y se le pone á secar en un horno hecho de hierro en hoja. Los plátanos permanecen en este horno de 24 á 48 horas bajo una temperatura discrecional, pues no hay termómetro para obtener el debido grado de calor. Después, se les deja enfriar y se les dispone en cajas para el mercado. Seis libras de plátanos maduros dán una libra de plátano evaporado.

Pudiera indicar aquí que mientras más tiempo permanecen los plátanos en el horno, mayor es la cristalización de la materia sacarina que contienen, la cual aparece en la superficie de la fruta después de secada.

Puedo decir que los evaporadores de plátanos que preparan sus productos de una manera artística y atrayente, obtienen por su mercancía el precio que piden, y reciben más pedidos de los que pueden atender. Téngase presente que el plátano de Bluefields es considerado como de mejor sabor y más nutritivo que el de los otros distritos, calidades que conserva después de evaporado.

Es Bluefields, además, uno de los distritos plataneros mas grandes del mundo y, en consecuencia, produce una cantidad ilimitada de esta fruta que puede aplicarse á aquella industria.

Se está ensayando también la fabricación de harina de plátanos. Dícese que esta harina es mucho mejor que la de trigo sarraceno para la confección de

y que puede emplearse asimismo para hacer pan y bizcochos que se endan en alto grado para dispepticos é inválidos. Se dice también que fabricación de cerveza, puede sustituir al lúpulo. Además, esta harina ı ventaja de lo barato de su producción y su bajo precio en el mercado.
y cierto de que si Vds. escriben á Mr. WILLIAM EDWARDS ó á Mr. ED. us, Rama, Nicaragua, que van prácticamente á la cabeza de esta indus- tos señores tendrían gran placer en contestar á cualquiera pregunta que ɛ sirvieran hacerles en esta materia.

De Vds. muy atento servidor q. b. s. m.,

M. J. CLANCY.

ANSPORTE POR EL RÍO SAN JUAN Y POR EL LAGO DE NICARAGUA.

. W. B. SORSBY, Cónsul de los Estados Unidos en San Juan orte, comunica al Departamento de Estado, con fecha de 25 rero, que á causa de las diferencias surgidas entre el gobierno icaragua y la compañía denominada "Mail Steam Naviga- nd Trading Company," las cuales fueron resueltas en laudo al adverso á la compañía, el tráfico entre Granada y San del Norte ha sido suspendido.

sulta del laudo del árbitro, Gen. E. P. ALEXANDER, que por semanas, á contar de 1° de noviembre de 1897, el gobierno oso de un levantamiento político y una guerra civil, colocó guardia de soldados en cada uno de los vapores de la com- , para prevenir la captura de estos por los revolucionarios. umplimiento de su deber, los soldados viajaban en los vapores punto á otro y se suministraban sus propias raciones. La nda de la compañía de que estos soldados fuesen considerados pasajeros y que en consecuencia el gobierno debía abonar sajes, fué declarada sin lugar por el General ALEXANDER que sido designado árbitro por ambas partes para decidir el punto.

consecuencia de esta decisión, la "Navigation Company" ndió el tráfico por el lago y el río, y el gobierno ha tomada ión formal de todos los vapores. El Cónsul Mr. SORSBY dice s posible que el gobierno reanude el tráfico por su cuenta, y, e caso, la comunicación con el interior quedará restablecida. apores y la concesión son de la propiedad de Mr. PELLAS, o italiano.

SANTO DOMINGO.

El siguiente cuadro contiene las cifras representativas del importe de la exportación de los principales productos de la República de Santo Domingo durante una serie de años que empieza en 1892, preparado según los últimos datos oficiales por la "San Domingo Improvement Company":

Artículos.	1892.	1893.	1896.	1897.
Azúcar .....libras..	56, 501, 700	68, 833, 400	86, 866, 239	106, 351, 556
Café.....do....	1, 105, 500	3, 104, 050	2, 422, 399	3, 784, 095
Cacao .....do....	2, 146, 000	4, 154, 600	4, 308, 823	4, 695, 606
Tabaco .....do....	13, 103, 300	14, 620, 800	6, 332, 208	6, 632, 541
Miel de abeja.....galones..	83, 922	103, 473	38, 562	54, 894
Cera.....libras..	1, 543	2, 375	292, 828	379, 140
Piel de cabra.....	7, 670	10, 207	58, 124	70, 122
Cueros.....	11, 708	27, 729	13, 490	27, 671
Cuernos	.....	800	928	4, 010
Palo Campeche .....libras..	38, 413, 760	41, 657, 280	23, 070, 000	5, 715, 040
Mora .....do....	15, 685	3, 012, 800	389, 000	736, 720
Vera ....do....	293, 440	40, 320	1, 460, 480	9, 922, 415
Dividivi .....do....	26, 880	789, 600	1, 304, 929	1, 768, 470
Tozas de caoba .....pies..	859, 482	104, 651	232, 498	328, 813
Caoba de horqueta .....do....	96, 916	1, 042, 945	62, 725	32, 316
Espinillo .....do....	155, 359	121, 740	90, 892	296, 241
Cedro .....do....	12, 000	315	58, 160	52, 243
Abey..... .....do....	.....	3, 625	2, 740	3, 920
Yaya .....do....	471, 188	622, 127	12, 000	8, 500
Guayacán.....libras..	5, 642, 560	6, 493, 760	1, 208, 000	1, 721, 692
Cobre viejo.....do....	17, 060	2, 095	4, 029	1, 400
Nueces de Kola	.....	.....	400	.....
Concha de Tortuga .....libras..	424	426	257	329
Resina .....do.....	.....	4, 350	7, 944	3, 466
Ron.. .....galones..	45, 542	43, 433	2, 160	200
Plátanos.....racimos..	.....	400	88, 153	305, 662
Pesos Mexicanos.....	.....	.....	180, 160	492, 997
Oro Americano.....	.....	.....	.....	480
Miel de purga.....	316, 096	8, 470	1, 777, 119	1, 847, 417

ESTADOS UNIDOS.

COMERCIO CON LA AMÉRICA LATINA.

El Club Español de St. Louis ha remitido á esta Oficina un documento muy interesante que fué leido recientemente en aquella asociación por Mr. GEORGE P. PARKER, 1er Vice-Presidente del Club. El referido documento versa sobre el comercio de St. Louis con los países de la América Latina, y por ser instructivo

le interés general, extractamos de dicho documento lo siguiente:

El comercio de exportación de México, de la América Central y del Sur, está mando rápidamente el desarrollo que desde hace algunos años se esperaba. * * La baja en el valor de la plata en México y el alto tipo de cambio oro consecuente á aquella baja, dieron por resultado casi una paralización los pedidos de aquel país; pero cuando los cambios se normalizaron, no sólo restableció el antiguo tráfico comercial, sino que hubo un aumento en el smo. El comercio con la América Central ha excedido en mucho al de años teriores; se han abierto muchas nuevas cuentas y el mercado de St. Louis ha contrado nuevos campos. Aún después de haberse conseguido esto, necease, á menudo, el transcurso de algún tiempo antes de que puedan liquidarse tiguas transacciones comerciales y efectuarse otras nuevas. * * * Una ueba de la importancia de St. Louis como mercado general se encuentra en el cho de que las mercancías para surtir una colonia de Venezuela, las cuales consban de diecinueve furgones de artículos de todas clases, fueron compradas en . Louis y embarcadas para Nueva York, donde se despacharon en un buque vela. * * * En una junta celebrada en St. Louis por las compañías de rrocarriles y de vapore con el objeto de fijar los fletes mexicanos, las líneas de ansporte quedaron sorprendidas del importe de las transacciones llevadas á cabo Chicago, St. Louis, y del aumento en las mismas.

Los siguientes números, tomados de la estadística de una compañía de ferrorril, dán una idea clara de la importancia de aquel tráfico:

Mes.	1896.	1897.	Aumento.	Disminución.
	Toneladas.	*Toneladas.*	*Toneladas.*	*Toneladas.*
nero	315, 140	1, 212, 542	897, 402	.....
ebrero	379, 451	398, 115	18, 664	.....
arzo	1, 123, 750	534, 090	.....	589, 660
bril	517, 853	658, 665	140, 812	.....
ayo	471, 863	526, 977	55, 114	....
nio	200, 861	926, 314	719, 453	.....
lio	161, 681	516, 308	354, 627	.....
Total	3, 170, 599	4, 767, 011	2, 186, 072	589, 660

Aumento neto, 1,596,412.

Según estadísticas fidedignas, el comercio procedente de St. Louis, por El Paso Laredo solamente, fué de 13,359,647 libras en 1897. * * * El establecimiento del museo comercial ha sido considerado por mucho tiempo como un paso le daría resultados beneficiosos.

Es propio consignar el establecimiento de aquella institución por algunos de estros hombres más emprendedores.

Los países situados el sur del nuestro gustan de comerciar con aquellos países e buscan su comercio, y el espíritu de reciprocidad no ha estado nunca tan aigado como ahora. Al aumentar nuestras exportaciones, muchas de nuestras

casas principales se han hecho importadoras directas de materias primas procedentes de la América Central y del Sur, en lugar de llevar á cabo sus importaciones por medio de agentes europeos ó neoyorquinos. México envía ahora á los Estados Unidos el 75 por ciento de sus exportaciones, como se vé por las últimas estadísticas.

VENEZUELA.

ARANCEL DE DERECHOS DE IMPORTACIÓN DE 1897-98.

[Número 30.—Continuación del Boletín de abril.]

§ 7.—Clase VII.

Cinco bolívares por kilogramos.

Abanicos de todas clases.

Amargos, no especificados, en cualquier envase.

Barajas ó naipes.

Bastones con estoque ó con mecanismo para disparar.

Bolsas para dinero de lino ó de algodón.

Calcetas, medias, flecos, borlas, encajes, cintas, bandas, cordones, pasamanería, felpas, gorros, abrigos ó sereneras, fajas, lazos, charreteras, escarpines y guantes de lana, ó mezclados con algodón.

Calzado en cortes ó sin suela y felpudos de pieles de carnero.

Camisas hechas de algodón sin nada de hilo.

Capelladas de alpargatas.

Carpetas, paños y cualquier otro artículo de tejido de crochet, menos los de seda.

Casullas, bolsas para los corporales, manteles ó frontales, capas pluviales, dalmáticas, estolas, manípulos, paños para cubrir cálices, bandas y demás ornamentos para uso de los sacerdotes y de las iglesias.

Cigarrillos de papel ó de hojas de maíz.

Corbatas de algodón, seda ó lana.

Cortinas, colgaduras, ó mosquiteros de lino ó de algodón.

Elásticas ó tirantes, corsés, cotillas, guarda corsés y ligas de todas clases.

Enaguas, fustanes, batas ó dormilonas, fustansones, fundas de almohadas y túnicos de lino ó mezclado con algodón, excepto los de holán-batista ó clarín de lino ó mezclado con algodón, que corresponden á la 8ª clase.

Encajes, tiras bordadas, blondas, embutidos, cintas, bandas, charreteras, borlas, cordones, flecos, escarpines, fajas, trenzas, guantes y pasamanería de lino ó de algodón.

Espadas, sables, puñales y cuchillos finos de monte, trabucos, pistolas, revólveres, escopetas, tercerolas, fusiles, rifles, carabinas y demás armas propias de infantería y de artillería, asi como también los proyectiles, cápsulas y fulminantes ó pistones para el uso de dichas armas, las chimeneas, llaves, cartuchos cargados ó vacíos y todo lo concerniente á las armas blancas y de fuego, y las armas de aire comprimido para tirar al blanco.

isforos de estrellitas ó fuegos de bengala.
iegos artificiales.
ıaldrapas y sudaderos de todas clases.
edias de lino ó mezclado con algodón y las de algodón torcido llamadas ırmente de hilo de Escocia.
unicioneras, polvoreras, pistoneras y bolsas ó sacos para cazadores.
uselina, crespón de algodón de color, linón, rengue, bareje, granadinas, ndía, céfiro, clarín, dulce sueño, tarlatán, imité, holan-batista, batistilla de lón blanca ó de color, lisa, labrada, calada ó bordada en piezas ó en cortes vestidos, y cualquiera otra tela semejante á las anteriores, no comprendidas tras clases.
uselina y batista de lino ó mezclada, cruda ó de color, en piezas ó en cortes vestidos.
ına, panilla y felpa de algodón, imitación de terciopelo, en piezas ó en cinta.
ıño, pañete, casimir, casinete, muselina, raso, punto, franela, lanilla, alepín, :a, cambrón, merino, sarga, cúbica, damasco, y cualquiera otra tela de lana :zclada con algodón, no mencionada en otras clases ó que esté confeccionada estidos, pues entónces corresponde á la 9ª clase.
ıñolones, chales, paños y pañoletas de muselina, linón, punto ú otra tela fina lgodón.
añuelos, pañolones, chales, paños, carpetas para mesas, almillas ó guarda-isas de lana ó mezcladas con algodón, sin adornos ó bordados de seda.
araguas, paragüitas, quitasoles ó sombrillas de seda ó mezclada con lana ó dón.
es curtidas manufacturadas en cualquiera forma, no comprendidas en otras es.
'unto ó 'tul de algodón ó pita.
illas de montar, cabezadas, cañoneras ó pistoleras, riendas, cinchas, gruperas, ones y zaleas de todas clases.
'abaco en rama y los tallos ó palitos de la hoja de tobaco.

§ 8.—CLASE VIII.

Diez bolívares por kilogramas.

ldornos de cabeza y redecillas de todas clases.
:abello ó pelo humano y sus imitaciones, manufacturado ó no.
:amisas hechas de lino ó de lana y las de algodón que tengan algo de lino, los ıtalones, chaquetas, blusas, chalecos, calzoncillos, casacas, paltós, sacos, levitas ualquier otra pieza de vestido hecha de lino ó de algodón para hombre, no ıprendida en otras clases.
:uellos, pecheras y puños de lino ó de algodón, para hombres y mujeres.
:hinchorros de todas clases.
naguas, fustanes, fustansones, fundas de almohada y túnicos de holan-batista ırín de lino, ó mezclado con algodón.
ores y frutas artificiales, no especificadas en otras clases y los materiales para s, exceptuando el papel pintado para flores comprendido en la 6ª clase.

Guantes de piel, exceptuando los de esgrima que pertenecen á la 5ª clase.

Holan-batista, clarin, punto, céfiro, linón, tarlatán muselina y cualesquiera otras telas finas de lino ó de algodón, preparadas en gorgueras, ruchas, gorros de niños, faldellines, manguillos, camisitas ú otras piezas ó adornos no incluidos en otras clases.

Joyas, perlas, alhajas, piedras y prendas finas y los artículos de oro ó plata ó los que tengan algo de estos metales, los relojes de faltriquera, de cualquiera materia que sean y las cajitas vacías preparadas para relojes y prendas finas, aunque vengan por separado.

Libros y álbums cuya pasta contenga terciopelo, seda, nácar, carey, marfil, cuero de Rusia ó filetes ó adornos dorados ó plateados.

Pañuelos de lino ó mezclados con algodón.

Pastas para libros que vengan separadamente y las postizas par los mismos.

Plumas para adornos de sombreros y gorras y sus similares y también los plumeros para los coches fúnebres, cuando vengan separadamente de éstos.

Seda pura ó mezclada con otra materia y las telas ó tejidos de otras materias que estén mezclados con seda.

Telas ó tejidos de cualquiera materia, que estén mezclados ó bordados con plata ú oro fino ó falso, excepto los ornamentos para las iglesias y para los sacerdotes, que corresponden á la 7ª clase.

Telas ó tejidos de lana ó mezclada con algodón preparado en mosquiteros, colgaduras, cortinas ú otras piezas que no estén determinadas en las clases anteriores.

Tabaco elaborado y preparado en cualquiera forma, excepto en picadura para hacer cigarrillos, y el tabacco hueva y el torcido para mascar. También corresponden á esta clase los cigarrillos con envoltura de tobaco.

§ 9.—Clase IX.

Veinte bolívares por kilogramas.

Carteles, cartelones y hojas volantes, impresos ó litografiados.

Cajetillas para cigarrillos.

Circulares impresas ó litografiadas.

Etiquetas y rótulos impresos ó litografiados que no vengan adheridos á algún objeto y las tarjetas impresas para visitas, tengan ó no dibujos en colores.

Paño, pañete, casimir, raso, punto, franela, alepín, alpaca, cambrón, sarga, cúbica y damasco de lana ó mezclada con algodón, confeccionados en vestidos para hombres.

Sobres ó envelopes, hechos ó á medio hacer de todas clases.

Sombreros, gorras, pavas y cachuchas adornadas para señoras y niñas.

Sombreros de felpa de seda negra, copa alta, llamados de pelo negro, y los demás sombreros de esta forma de cualquiera materia que sean, quedando comprendidos en esta clase los de resorte, los sombreros en cortes, los fieltros fulados y cualquiera otra clase de sombreros hechos ó á medio hacer, exceptuándose solamente los de paja y sus imitaciones.

Tarjetas grandes impresas ó litografiadas.
Tarlatán, seda, lana, holan-batista, clarin, céfiro, linón, muselina y cualquiera ·a tela de lino ó de algodón confeccionada en vestidos para señoras.
Vestidos de lana, algodón ó lino para hombres, excepto los mencionados en ·as clases.

ART. 2. Es sobre el peso bruto que deben cobrarse los derechos establecidos este arancel y los céntimos fijados en cada clase son céntimos de bolívar.
ART. 3. Son artículos de prohibida importación:
El aceite de coco; el aguardiente de caña; el almidón; el añil; el cacao; el é; las melazas ó miel de azúcar ó de abeja; la carne salada en tasajo; la sal; dinamita; la raiz de zarzaparrilla; la moneda de oro falsa y la moneda de ıta; los aparatos para fabricar moneda que no vengan por cuenta de la ación; el calzado hecho y pieles curtidas preparadas en calzado; los fósforos todas clases.
ÚNICO. Cuando el Poder Ejecutivo creyere necesario permitir que se introzca por las aduanas de la República algún artículo de prohibida importación, ará el derecho que debe pagar á su entrada dicho artículo y dará cuenta al ongreso en su próxima reunión.
ART. 4. Podrá el Poder Ejecutivo prohibir la importación de todas ó algunas ezas de todo género, de ropa hecha y de los sombreros de todas clases, gorras, ıvitas, y cachuchas, ordenadas por aquellas Aduanas de la República, en cuyas spectivas jurisdicciones adquieran las industrias ú oficios correspondientes, la tensión y desarrollo necesario al abastecimiento del consumo sin perjuicio de s consumidores.
ART. 5. Para la importación por las aduanas de la República de las armas fuego gravadas con derechos y de la pólvora, plomo, cápsulas, fulminantes, edras de chispa y salitre y cualquiera materia explosiva, no especificada en esta y, se necesita permiso ú órden del Gobierno general.
ÚNICO. Las armas de precisión y todos los elementos de guerra que sean clusivamente para parque, sólo pueden ser importados por el Gobierno acional.
ART. 6. Cuando un artículo esté determinado, no se atenderá á la materia que esté compuesto sino á la clasificación que de él se haya hecho (v. g.), los agueros, jeringas, clisobombas, juguetes para niños, máscaras, anteojos, tarjeteras, rteras, y otros artículos especificados, pagan el derecho de la clase en que están cluidos, de cualquiera materia de que estén fabricados, excepto solamente cuando an ó tengan algo de oro ó plata, pués entónces corresponden á la 8ª clase.
ART. 7. Los bultos que contengan muestras de telas en pequeños pedazos y mbién los de muestras de papel de tapicería que pesen más de 25 kilogramos, garán sobre el exceso de 25 kilogramos el derecho de la 3ª clase.
ART. 8. Cuando se introduzcan mercancías ú otros artefactos sujetos al pago derechos de importación, que ne sean conocidos en el país ó que no estén mprendidos en este arancel ni en resoluciones posteriores del Ministerio de acienda, los introductores pueden hacer constar esta circunstancia en sus manistos y ocurrir al Gobierno por medio de una solicitud, informada por la

aduana respectiva, acompañando una muestra del artículo para que se declare la denominación y clasificación que le corresponda.

ART. 9. Las máquinas, enseres y demás utensilios para la explotación de minas, sólo están exentos de derechos de importación por una sola vez para cada compañía minera, y las piezas de repuesto que se introduzcan para reemplazar las que ya anteriormente se hayan importado libres, no gozarán de la franquicia.

ART. 10. No serán despachadas por las aduanas sin previa orden del Ministro de Hacienda, las máquinas y aparatos comprendidos en los números 6, 21, 22 y 23 de este arancel, ni tampoco los objetos artísticos de carácter monumental; y para obtener dicha orden concurrirán los interesados en cada caso al Ministerio de Fomento con una solicitud informada por la aduana respectiva pidiendo la libre importación de aquellos artículos.

ART. 11. Los efectos extranjeros no usados que importen en sus equipajes los pasajeros del exterior, deben pagar un 20 por ciento sobre el derecho que tienen señalados en este arancel.

ART. 12. Queda autorizado el Poder Ejecutivo para aumentar, disminuir y suprimir algunos aforos de este arantel en víveres de primera necesidad, cuando causas imprevistas hagan necesaria esta alteración, dando cuenta al Congreso de las medidas que dicte en tal sentido.

ART. 13. Los artículos que se introduzcan desarmados, porque de ello sean susceptibles, en un solo bulto ó en bultos distinctos, se aforarán en la clase á que corresponda el artículo no desarmado.

ART. 14. Se deroga el Decreto Ejecutivo de 30 de junio de 1896 y todas las resoluciones posteriores sobre aforo de artículos no comprendidos en el citado Decreto.

RESOLUCIÓN DE 1° DE AGOSTO DE 1896, SOBRE EL DESPACHO EN LAS ADUANAS DE LOS BULTOS POSTALES.

[*Gacta Oficial* de 18 de noviembre de 1896, n° 6868.]

Cuando los bultos postales contengan efectos de distintas clases arancelarias, debe expresarse en las respectivas guías el peso de cada uno de dichos efectos, y, cuando estos tengan un peso menor de medio kilo, siempre pagarán el derecho como si tuvieran este peso, que será el mismo que se calculará para cobrar en la clase inferior de ellos el derecho correspondiente al embalaje, siempre que este, por su naturaleza, no corresponda á una clase más elevada.

[Conclusión.]

KILOMETROS DE VIA FÉRREA.

Los siguientes datos tomados del "South American Journal," de 22 de enero, 1898, muestran el número total de kilometros de ferrocarril en activo servicio en Venezuela, así como también la

acionalidad de los propietarios de las líneas. Se verá que los Estados Unidos ocupan un lugar muy secundario en esta lista:

	Nacionalidad.	Kilómetros.*
)e Carácas á Valencia	Alemán	179
)e Carácas á La Guaira	Inglés	37
)e Carácas á Petare	id	10
)e Carácas á El Valle	Nacional	8
)e Valencia á Puerto Cabello	Inglés	55
)e Tucaca á Aroa	id	89
)e El Hacha á Barquisimeto	id	88
)e La Ceiba á Valera	Nacional	90
)e Santa Bárbara á El Vijía	Frances	60
)e Encontrado á La Fría	Nacional	100
)e Carenero á San José	Holandés	33
)e Guanta á Naricual	Nacional	36
)e Maiquetia á Macuto	id	8
)e Vela á Coro	Estados Unidos	17
Total		810

*El kilómetro es equivalente a millas 0.62137.

XPOSICIÓN PERMANENTE DE MANUFACTURAS AMERICANAS EN CARACAS.

El 29 de marzo último tuvo lugar en Carácas, capital de 'enezuela, la apertura formal de la exposición permanente de ıanufacturas americanas establecida por la Asociación Nacional de Ianufactureros de los Estados Unidos. Por una correspondencia ѕpecial de Carácas, que publica el "New York Commercial," enimos en conocimiento de la hospitalaria acojida acordada por ıs autoridades y los particulares del país á la delegación americana, ombrada por dicha Asociación para representarla en el acto de pertura, y de la cordialidad con que fue recibida y tratada ésta elegación que hizo viaje á Venezuela con el fin expreso de abrir ı exposición.

Presenciaron el acto el General Don IGNACIO ANDRADE, Presiente de la República, los miembros del Gabinete, el Ministro de ɔs Estados Unidos, Honorable Mr. FRANCIS B. LOOMIS, el Secreario de la Legación, muchos miembros del cuerpo diplomático xtranjero y multitud de damas y caballeros invitados especialnente para la festividad.

Mr. RUDOLPH DOLGE, comisionado especial de la Asociación y cuyos esfuerzos se debe en gran parte el éxito de la empresa, ɔmisionó al Gen. A. YBARRA y al Dr. LUCAS RAMELLA, Presi-

dente de la Cámara de Comercio de Carácas, para declarar ina gurada la exposición, lo cual verificado por el General YBARR pronunció Mr. DOLGE el discurso de apertura haciendo ver las ve tajas que el comercio entre Venezuela y los Estados Unid habría de derivar de aquella exposición, que es, según dijo, u empresa nacional que no aspira á ningún provecho material y q solo desea presentar al comercio, á la agricultura y al público general, muestras de los productos y artefactos americanos. L exposición será uno como muestrario permanente donde existi una oficina de informaciones, también permanente, dispues siempre á ayudar al comercio de Venezuela y á los fabricantes los Estados Unidos. Terminó dando las gracias al Presiden ANDRADE, á nombre de la asociación, por sus esfuerzos en pro la empresa, cuyo establecimiento significa "la unión comercial dos países, unidos también por otros lazos."

El Presidente ANDRADE contestó en términos de encomio aprobación, deseando prosperidad y éxito á la empresa. "Y siento personal satisfacción, dijo el Presidente, al ver que la podero República del Norte llame á nuestras puertas para ofrecernos fruto de su experiencia y el acopio admirable del ingenio y d trabajo de sus hijos. Aquí hay un pueblo bueno y honrado q quiere trabajar; nuestros puertos están abiertos sin que los arancel proteccionistas de la República cierren el paso á las corrient civilizadoras ni á las fuerzas productoras del exterior. Extens campos y fértiles montañas ofrecen ópimo rendimiento á las inte gencias y á los brazos que quieran cultivarlos y explotarlos."

Habló luego el Ministro, Mr. LOOMIS, explicando la alta signi cación de aquel acto en el porvenir comercial de las dos nacion acto que llamó el paso más importante que se ha dado, en sentido de aumentar las relaciones comerciales del nuevo mund desde que el Comodoro PERRY se embarcó para el Japón, p niendo á aquel país en íntima comunicación con el mundo. L discurso de Mr. E. H. SANBORN, representante de la asociació terminó el acto oficial de la apertura, y en pocas palabras dió l gracias al Presidente de la República, al Gabinete y á todos por hospitalaria acojida de que la delegación habia sido objeto.

El número de expositores es cerca de setenta y sus product abarcan casi todo lo que produce la industria americana.

NOTA.—El informe detallado de las ceremonias de la inauguración de Exposición Permanente de Caracas, enviado por el Ministro LOOMIS, acaba

)irse en el Departamento de Estado y aparece impreso por extenso en las bas en página de los Informes Consulares correspondientes al mes de abril. imos que dicho informe no hubiese llegado á tiempo para insertarlo en el ente número del BOLETÍN MENSUAL.

SISTEMA DE TRANVÍAS DE CARÁCAS.

En la sección de Comercio Misceláneo del BOLETÍN de febrero, dice que la concesión que se hizo en julio de 1896 para el blecimiento de un sistema de tranvías eléctricos en la ciudad Carácas, ha quedado sin efecto por no haber cumplido los con- ionarios con los términos del contrato.

Esta Oficina ha recibido una comunicación de Señor Don GENIO MENDOZA, administrador de dicha empresa, en la que nifiesta que no sólo no ha quedado sin efecto la concesión, sino e ha sido extendida en 25 de octubre de 1897 por quince años, e terminan en 1915, con autorización para usar la electricidad no fuerza motriz.

ULTIVO DEL CAFÉ EN LAS ISLAS HAWAII.

Las primeras páginas de los Informes Consulares de los Estados idos de febrero de 1898, contienen un extenso informe sobre el eto que el título de este artículo expresa, escrito por Mr. WIL- M HAYWOOD, cónsul general de los Estados Unidos en las s Hawaii. El informe contiene un presupuesto del costo de ducción del café en aquellas islas, hecho por la Oficina de laciones Exteriores del Gobierno. Publicamos este presupuesto as observaciones de Mr. HAYWOOD por ser de interés para las sonas que se dedican al cultivo del café en los países de este tinente.

l siguiente presupuesto es tomado de un folleto publicado por la Oficina de ciones Exteriores de Hawaii. El presupuesto se contrae al costo de pro- ión de un cafetal de 100 acres, con 75 acres sembrados de cafe, desde el ero hasta el sétimo año, y se presupone que las cosechas cubrirán el importe os gastos originales y dejarán un residuo. Este folleto se publicó en 1896, bió de haber sido basado en muy pocos hechos positivos; sin embargo, un nen de las entrevistas que he tenido no puede menos que imponer al lector ue la producción calculada ha sido obtenida del todo. La única observación deseo hacer es la siguiente: se presupone un sueldo de $1,200 anuales para

el administrador, pero no se consigna ninguna partida para sufragar los ga ordinarios del dueño. En primer lugar, yo no creo que pueda obtenerse administrador competente por $1,200 al año con el encargo de atender á acres sembrados de café, y producir la cosecha presupuesta. Si el administra es el mismo dueño, la cantidad asignada será suficiente para su sostenimien para el empleo de un hombre competente para atender á los trabajos más im tantes como siembra, etc. Se verá que este presupuesto exije un capital $18,000.

Presupuesto de los gastos de establecimiento de un cafetal de 75 acres, y d mantenimiento durante siete años

PRIMER AÑO.

Compra de 100 acres de tierras del Gobierno, á $10 por acre.	$1,000	
Casa del administrador y tanque de agua	600	
Barracones de lós trabajadores y tanque de agua	350	
Desmonte de 50 acres de tierra, á $20 por acre	1,000	
Cercas	300	
Compra de 65,000 matas de café de un año, á $5 por mil	325	
Para alinear, surcar y plantar 50 acres	600	
Sueldo del administrador, un año	1,200	
Salario de seis Japoneses, por un año, á $15 mensuales	1,080	
Compra de herramientas, y semillero para empezar	500	
		$6,(

SEGUNDO AÑO.

Sueldo del administradar	1,200	
Trabajo de seis Japoneses	1,080	
Trabajo extra, para alinear, surcar y plantar 25 acres	300	
Varios	500	
		3,(
		10,(

TERCER AÑO.

Sueldo del administrador	1,200	
Salario de nueve Japonesses	1,620	
Tinglado para despulpar y casa para secar	500	
Despulpadora, con máquina y caldera	500	
Trabajo extra para recojer, despulpar y secar 20,000 libras de café (50 acres) á 4 centavos por libra	800	
Para despergaminar, aventar y separar 20,000 libras de café, á 1 centavo	200	
Varios (sacos, fletes, etc.)	250	
		5,(
		15,1

ENTRADAS.

: la venta de 20,000 libras de café á 18 centavos		$3,600
		11,505

CUARTO AÑO.

eldo del administrador	$1,200	
lario de nueve Japoneses	1,620	
rabajo extra para recojer, despulpar, y secar:		
50,000 libras de café (50 acres) á 4 centavos per libra...	2,000	
10,000 libras (25 acres) de café de matas de tres años ...	400	
ıra despergaminar, aventar y separar 60,000 libras á un centavo	600	
arios (sacos, flete, etc.)	400	
		6,220
		17,725

ENTRADAS.

r la venta de 60,000 libras de café á 18 centavos		10,800
		6,925

QUINTO AÑO.

ldo del administrador	1,200	
ario de nueve Japoneses	1,620	
ojer, despulpar y secar 60,000 libras de café (50 ácres) y 15,000 libras (25 acres) á 4 centavos	3,400	
pergaminar, aventar y separar 85,000 libras, á un centavo la ibra	850	
rios (sacos, flete, etc.)	500	
		7,570
		14,495

ENTRADAS.

: la venta de 85,000 libras de café á 18 centavos		15,300
Balance		905

SESTO AÑO.

ldo del administrador	1,200	
ario de nueve Japoneses	1,620	
ojer, despulpar y secar 75,000 libras de café (producto de 50 cres) y 25,000 libras (25 acres) á 4 centavos la libra	4,000	
pergaminar, aventar y separar 100,000 libras, á un centavo la ibra	1,000	
rios (sacos, flete, etc)	1,000	
		8,820

ENTRADAS.

Por la venta de 100,000 libras de café á 18 centavos		$18,000
Balance		10,088

SÉTIMO AÑO.

Sueldo del administrador	$1,200	
Salario de doce Japoneses	2,160	
Recojer, despulpar y secar 125,000 libras de café á 4 centavos	5,000	
Despergaminar, aventar y separar 125,000 libras á 1 centavo	1,250	
Varios (sacos, flete, etc.)	1,200	
		10,810

ENTRADAS.

Por la venta de 125,000 libras de café á 18 centavos	22,500
Balance á favor del cafetal al término de los 7 años	21,775

APARATOS ELÉCTRICOS EN LA AMÉRICA LATINA.

En estos tiempos, en que se está propagando el empleo de l electricidad en sus diversas formas, los Estados Unidos van á l cabeza de todos los otros países en cuanto se refiere á la introdu ción de sus manufacturas de aquella clase en todas las partes d mundo. Esto es especialmente cierto en cuanto hace relación los países de la América Latina.

Ultimamente se ha encargado á compañías americanas de ap ratos eléctricos, la instalación de una planta en una fábrica c papel del Brasil, y un equipo en grande escala para las fábric de San Rafael en México. Pronto se inaugurará en San Ild fonso, cerca de la ciudad de México, una planta construida p electricistas de los Estados Unidos con una capacidad de 1,0c caballos de fuerza, Además de estas plantas, se han establecic y se establecerán otras en México.

La ciudad de Valparaiso, Chile, ha solicitado proposiciones c varias compañías de los Estados Unidos para el establecimiento d una planta eléctrica para luz y fuerza motriz en aquella ciuda La concesión de este contrato, implica la exportación de maqu naria eléctrica por valor de $150,000 aproximadamente.

BANCO INTERNACIONAL AMERICANO.

: ha sometido á la consideración del Congreso de los Estados dos, un proyecto de ley para la creación de un banco inter-onal pan-americano. La Asociación Nacional de Manufactu-; aboga con grande empeño por el éxito de este laudable plan, cuenta con grandes probabilidades de ser sancionado por las aras. Esta empresa, que fué objeto de discusión en una a celebrada recientemente en Nueva York por la Asociación de ufactureros, fué aprobada únanimemente per esta corporación. l banco será establecido sobre las mismas bases que otros cos internacionales, como el "London and River Plate," el édit Lyonaise," y el "Hong-kong and Shanghai Bank" de dres. Las oficinas principales radicarán en Nueva York y shington, y se establecerán sucursales en las principales ciudades as repúblicas de la América latina. El capital del banco será $5,000,000 que, según el proyecto, habrá de ser suscrito en su lidad por capitalistas del continente americano.

)ado el hecho de que en la actualidad no hay ningún banco ricano en la América Central ni en la del Sur, y que los bios con el extranjero sólo pueden llevarse á cabo por medio as ciudades europeas, fácil es comprender cuales sean las des-tajas del comercio de los Estados Unidos con estos países.

A continuación se trascribe el informe presentado al Congreso, la comisión á cuyo dictámen se sometió el proyecto de ley:

ta Comisión entiende que entre los puntos relativos al desarrollo del rcio inter-americano, sometidos á su consideración, ninguno reviste más amental importancia que el que hace relación al establecimiento de bancos icanos; y cree esta Comisión, as-imismo, que el porvenir de las relaciones rciales entre las Américas dependerá tanto de las ventajas anexas al estable-nto de bancos internacionales, como del desarrollo de cualquier otro ento de progreso. Opina esta Comisión que la cuestión del cambio interna-l es asunto que no reconoce otro alguno de mayor importancia, como no a cuestión de transporte.

EXPOSICIÓN PAN-AMERICANA DEL NIÁGAR.

En una junta celebrada recientemente en Nueva York por l miembros de la Comisión Organizadora de la exposición pa americana del Niágara, se acordó transferir la celebración de ésı cuya apertura habia de tener efecto en "Niagara Falls" en el ver no de 1899, para cuando el estado de los asuntos nacionales ofr ciera una oportunidad más propicia para la empresa. Ya se l sometido á la consideración del Congreso un projecto de ley apr bando la proposición de abrir aquella exposición en el verano (1901.

Las razones por cuya virtud se ha decidido posponer la ap(tura de la exposición, están consignadas extensamente en el acuer(siguiente, tomado en la junta que se celebró en Nueva York:

Considerando: Que los progresos realizados por la compañía de la Exposici Pan-Americana en el desarrollo de los planes para llevar á cabo aquella expo ción y el interés con que dichos planes han sido recibidos en los círculos oficia del Gobierno de los Estados Unidos, nos convencen de que el proyecto recibi en su debido tiempo, apoyo del Gobierno suficiente á asegurar el éxito de aqu empresa en la más amplia esfera internacional;

Considerando: Que las cuestiones internacionales de importancia primordia del momento que envuelve la posibilidad de una guerra para la nación y c absorben ahora la atención del Congreso, hacen extremadamente difícil, si imposible, obtener del Congreso el oportuno y adecuado crédito para servir propósitos de la proyectada exposición;

Considerando: Que el tiempo que queda para solicitar el concurso de los gobi nos extranjeros que habrán de ser invitados á tomar parte en la exposicic ha sido reducido inevitablemente á tales términos, que las probabilidades de participación dentro de tan corto plazo, quedan relegadas á una posibilid extremadamente remota, no obstante el grande y general interés que los rep sentantes de aquellos gobiernos han mostrado por el proyecto, casi desde q este se inició;

Considerando: Que es nuestro propósito que el proyecto no se lleve á cabo otra suerte que en el sentido de una exposición nacional é internacional con promoción y participación, en la mas amplia esfera, de todos los gobiernos (Nuevo Mundo;

Considerando: Que los representantes, en Washington, de varios gobiern extranjeros, entre los que habrán de ser invitados á participar en la empre han indicado que en razón á todas las circunstancias existentes, tal vez sería me posponer la apertura de la exposición hasta el año de 1901, época ésta en q los productos de la América del Sur podrían obtenerse de la exposición que (e celebrarse en Paris el año 1900, y exhibirse en la del Niágara;

Considerando: Que es nuestra opinión que un proyecto como éste, de tan grande importancia para todos los países interesados en su realización, no debiera ser desvirtuarse ni abandonarse;

Se acuerda: Que la celebración de la Exposición Pan-Americana sea pospuesta hasta el año 1901.

MISIÓN INGLESA ESPECIAL PARA LA AMÉRICA DEL SUR.

En el BOLETIN MENSUAL correspondiente al mes de febrero se hizo referencia á la comisión que, bajo los auspicios del Gobierno inglés, saldría para la América del Sur á estudiar las condiciones comerciales de los diversos países que la componen, con el fin de hacer más extenso el comercio inglés.

La oficina ha recibido recientemente una comunicación del Honorable Mr. HENRY L. WILSON, Ministro de los Estados Unidos en Chile, en la cual informa que Mr. GEORGE WORTHINGTON, miembro de la comisión enviada por la Junta de Comercio, ha llegado á Chile en donde hoy se encuentra.

El Ministro WILSON manifiesta que las instrucciones de que va provisto el comisionado son muy ámplias y que se le encarga hacer un estudio sério de las condiciones comerciales de Chile, y de otros países principales de Sud America, las costumbres y los gustos de los habitantes, los precios corrientes, las facilidades de transporte y todo lo que con esto se relacione. Lleva también instrucciones para indicar los cambios y las mejoras en los métodos comerciales de la Gran Bretaña que juzgue convenientes para dar impulso al desarrollo de su comercio con esos países. La importancia que se da á esta misión y la autoridad de que está investida, indican los activos esfuerzos que se están haciendo para desarrollar el comercio inglés en la América del Sur.

INDUSTRIAS TEXTILES EN LA AMÉRICA ESPAÑOLA.

Los informes que se publican á continuación, relativos á las industrias textiles en la América de Sur y México, así como á las importaciones de esta clase en los diversos países, han sido com-

pilados á solicitud de un periódico comercial de Charlotte, N por la Oficina del Comercio Extranjero del Departmente Estado. Un número de la compilación de dichos informe sido recibido en la Oficina de las Repúblicas Americanas.

MÉXICO.

Según "Les Finances des États-Unis Mexicains" por Pro: GLONER, Berlin, 1898, existían en México al tiempo de la c pilación de estas estadísticas, 98 fábricas de géneros de algodó 23 fábricas de géneros de lana, que representaban un valor maquinaria y edificios, de $17,392,786 (plata mexicana). H: empleados 21,963 obreros, y había en operación 370,570 hus 12,454 telares. La producción anual era de 3,890,300 pieza: algodón blanco común; 2,077,825 piezas de percal, muselina, 188,500 sobrecamas y 322,975 alfombras, tapetes, etc. Ha Orizaba una gran fábrica de géneros de yute.

La importación de México en 1896, fué como sigue: de (Bretaña, £814,397; de Alemania, $951,524; de Francia, $1,6 000; de Bélgica, $14,282; de los Estados Unidos, $814,094

COLOMBIA.

En el DIRECTORIO COMERCIAL publicado por la Oficina d Repúblicas Americanas se consigna que en el Cauca se fabr paños de lana y algodón comunes. En Cundinamarca, Boy Antioquía y Bolívar, se fabrican algunos géneros de esta c En Santander se fabrican en grande escala, pañuelos, sobreca de algodón, tohallas, hamacas, sacos de cáñamo, etc.

La importación de telas en 1896, fué: de Gran Bret £1,041,838; de Francia, $1,439,000; de los Estados Uni $169,941. No hay estadística del comercio con Aleman Bélgica.

VENEZUELA.

La importación de tejidos en Venezuela en 1896, fué: Gran Bretaña, £654,967; de Alemania, $487,662; de Fra $85,499; de los Estados Unidos, $702,541. No hay datos tivos á la fabricación local.

BRASIL.

Según un informe del Ministro THOMPSON, publicado en "Commercial Relations" de 1895–96, hay numerosos telares de algodón en el país que producen géneros de clases inferiores. La fábrica de Cachoeira en Alagoas, que hace tres años que está en operación, pagó el primer año un dividendo de 48 por ciento; de 50 por ciento el segundo, y de 40 por ciento el tercero. Tiene 480 operarios, y produjo el año pasado 122,783 piezas de género de algodón. La maquinaria costó 364,445 milreis ($72,887, calculando el milreis á 20 centavos); los edificios de la fábrica costaron 192,000 milreis; las casas para los operarios 51,000 milreis, y varias otras pertenencias, 17,378 milreis. La industria está protejida por un derecho de exportación sobre el algodón en rama, y fuertes derechos de importación sobre los tejidos de algodón.

Las siguientes cifras, relativas á la importación de tejidos, están tomadas del DIRECTORIO COMERCIAL publicado por la Oficina de las Repúblicas Americanas en 1897, y de la estadística oficial de Alemania:

De Gran Bretaña	$20, 100, 210
De los Estados Unidos	1, 512, 248
De Francia	3, 103, 171
De Alemania	5, 150, 600

URUGUAY.

La importación de tejidos en Uruguay, en 1896, fué: de Gran Bretaña, £814,853; de Alemania, $870,128; de Francia, $432,200; de Bélgica, $59,863; de los Estados Unidos, $179,856. No hay estadística de las fábricas locales.

REPÚBLICA ARGENTINA.

En un informe de Buenos Aires, publicado en los "Consular Reports" del mes de abril de 1896, dice el Cónsul que las industrias textiles no se han arraigado todavía en el país. Hay una gran fábrica de géneros de lana en Buenos Aires, en la que se fabrican frazadas, franelas, y paño para ropa militar. Hay varios establecimientos donde se fabrican obras de punto. El promedio

de la importación anual de telas de lana, de algodón y de hilo, ◂ de $30,000,000.

Un informe del Ministro BUCHANAN ("Informes Consulares abril de 1897), contiene las siguientes cantidades representativ. de la importación de telas (en kilos de 2.2046 libras), en 189 con las cifras representativas de su valor á continuación:

	Kilos.	Valor.
Estados Unidos	616, 724	$316, 89
Inglaterra	12, 644, 750	£3, 016, 29
Alemania	1, 635, 240	$2, 998, 60
Francia	1, 263, 890	$3, 352, 79
Bélgica	1, 113, 430	$970, 79
Italia	1, 991, 888	.....

Los valores están tomados de las estadísticas oficiales de lc diversos países, con excepción de Italia cuyas cifras de valores n se han podido obtener.

PARAGUAY.

La importación en 1896, fué: de la Gran Bretaña, £348 de Alemania $22,610; nada de los Estados Unidos ni de Franc

CHILE.

Las telas recibidas de Inglaterra en 1895 fueron valuadas ◂ unas £700,000; las de los Estados Unidos, en $682,542; las ◂ Alemania, en $2,832,200; las de Bélgica (1896) en $150,40◂ las de Francia (1896) $1,216,200. No hay estadística de fabricación local.

BOLIVIA.

Según el DIRECTORIO COMERCIAL ya mencionado, el valor de importación de telas per la aduana de La Paz en 1895, fué ◂ $218,381; la importación de telas por Mollendo, Perú, ascend á 376,977 kilógramos (un kilo es igual á 2.2046 libras); la impo ción por Antofagasta, Chile, fué de 2,820,713 kilos, y por Tupi $5,440. No hay datos respecto á la producción local. La impor ción de géneros de algodón procedentes de los Estados Unid fué de $2,000 en 1896. La importación de telas de Alema

ué valuada en el mismo año en $187,733. La importación procedente de la Gran Bretaña, Bélgica y Francia no se encuentra en las estadísticas oficiales de aquellos países.

PERÚ.

Un informe consular de Bélgica dice que hay dos fábricas de géneros de algodón en Perú. La compañía titulada "Cotton Mfg. Company, Ltd.," en Vitarte, tiene un capital de £130,000 y fué fundada en 1847; fabrica géneros crudos, y su producción es de 2,500,000 metros (1 metro igual á 1 yarda y 3.37 pulgádas) anualmente. La otra fábrica, titulada Fábrica de Tejidos de Algodón, está en Ica. El capital es de £10,000 y se dedica también la fabricación de géneros crudos. Hay tres fábricas de géneros de lana; la Santa Catalina, en Lima; la Lucre en Cuzco, y la Arcon, en el Departamento de Ancachs.

La importación de telas en 1896 fué: de Gran Bretaña, $687,354; Alemania, $994,462; Bélgica. $14,382; Francia, $63,400; Estados Unidos $141,861.

ECUADOR

Los géneros de algodón, dice el DIRECTORIO COMERCIAL, se fabrican en casas particulares y en pequeños talleres. Hay una pequeña fábrica de generos de lana en Chile. La importación de telas, en 1896, fué: de Gran Bretaña, £284,684; de Alemania, $235,858; de Francia, $7,070; de los Estados Unidos, $53,000.

COMERCIO MISCELÁNEO.

REPÚBLICA ARGENTINA.

Construcción de Ferrocarriles.

Por las estadísticas oficiales venimos en conocimiento de que en el año de 1897 se abrieron al tráfico en la República Argentina 588 millas de ferrocarril, contra 70 millas en 1896 y 304 en 1895. De las líneas terminadas en 1897 solo cuarenta y cinco fueron de trocha angosta. Las provincias del sur fueron el centro de actividad, casi exclu-

sivamente, del desarrollo ferrocarrilero durante el año. En la ciudad de Buenos Aires hay en la actualidad 240 millas de tranvías funcionando.

La Industria del Quebracho. Los curtidores de los Estados Unidos no tienen todavía una idea del valor del quebracho como los de Europa en donde lo emplean corrientemente gran número de industriales en este ramo. En la Argentina crece el quebracho en la mayor abundancia; tambien se encuentra en grandes cantidades en el Paraguay. Su importancia, como artículo de importación, aumenta de año en año á causa del valor que tiene como ingrediente para mezclarlo con otras soluciones taninas en la industria de curtido. Sus propiedades tánicas, comparadas con las del roble son las siguientes: Quebracho, 12 por ciento; corteza de roble, 10 por ciento. Los mayores gastos que ocasiona esta madera son los de corte y conducción al punto de embarque. Como es una madera de las más duras que se conocen, se necesita para cortarla el empléo de instrumentos de calidad especial. Cuando se usa como sustancia tanina, se le corta en trozas de cinco ó seis piés de largo, que luego se dividen con una sierra circular en piezas de tres pulgadas de grueso. Estas secciones se colocan en una máquina provista de una lámina de acero que lleva un gran número de dientes y que gira con suma rapidez, convirtiendo el quebracho en una especie de serrin grueso, que es la forma en que se usa para curtir.

BRASIL.

Comercio Directo con Italia. La Cámara de Comercio de Milán, estimulada por el proceder de los Estados Unidos, de la Gran Bretaña, y de otros países, trata de aumentar el comercio directo de Italia con el Brasil y otros países de la América del Sur. Según el "Moniteur Officiel de Commerce" (Paris), de 13 de febrero, Mr. MALDIFANI, Director de los Museos Comerciales de Milán, será enviado al Brasil para estudiar los mejores medios de llevar á cabo la exportación de mercancías directamente, en vez de hacerla, como ahora, por la vía de Paris y Hamburgo.

Límite Fronterizo con la Guayana Francesa. En el mes de febrero último, la Cámara francesa nombró una comisión para el examen de un convenio, entre el Gobierno de Francia y el del Brasil, aprobado el 10 de abril de 1897, el cual tiene por objeto determinar por medio de arbitraje, la línea fronteriza entra la República del Brasil y la Guayana francesa. Los miembros de la comisión son: Compte de LANJUINAIS, Messrs. FLEURY, RAVARIN, ISAMBARD, THÉOPHILE GOUJON, DELONCLE, ISAAC, SIBILLE, LE MY DE VILERS, FLOURENS, LEMOIGNE, y AUDIFFRED. M. LE MYRE DE VILERS fué elegido presidente de la comisión y M. ISAAC, Secretario.

Reducción en el Flete de la Harina. En una comunicación fechada en Petrópolis el 28 de enero de 1898, el Ministro CONGER avisa al Departamento de Estado que, por un decreto reciente, los fletes diferenciales contra la harina de los Estados Unidos han sido abolidos. La reducción se extiende también á los siguientes artículos de primera necesidad: arroz, frijoles, harina de maíz, legumbres frescas, tocino, raíces comestibles, azúcar sin refinar y sal.

La tarifa del Ferrocarril Central de Brazil, á la cual se refiere el decreto, es ésta: Hasta 100 kilómetros, 90 reises por kilógramo; de 101 á 300 kilómetros, 60 reises por kilógramo; de 301 arriba, 40 reises por kilógramo.

Derechos de Faro y Muellaje. De conformidad con lo dispuesto en la ley del presupuesto para 1898, todos los navíos que entren en puertos brasileños tendrán que pagar en oro los derechos de faro y el muellaje, en vez de hacerlo, como antes, en moneda del país. El impuesto adicional de 10 por ciento que antes pagaban todos los navíos, lo pagarán en lo futuro solamente los extranjeros.

Impuesto sobre Dividendos de Bancos, etc. Por un decreto fechado el 24 de diciembre último, el impuesto de 2½ por ciento sobre los dividendos de los bancos, compañías por acciones y corporaciones establecidas en el Brasil, se aplica no solamente á las instituciones que tienen su domicilio en la capital federal, sino á todas las que hacen negocios en la República.

CHILE.

Manufacturas Textiles. Con fecha 3 de enero de 1898, el Presidente de la República ha promulgado una ley votada recientemente por el Congreso, en la cual se dispone que la hilaza de algodón y la maquinaria y herramientas necesarias para su manufactura, sean admitidas libres de derechos. Esta ley que tiene por objeto el desarrollo de la industria textil en Chile, regirá hasta el año de 1920.

Cargamento de Carbón y Coke. El "Manufacturer" de Filadelfia dice, en su número de 5 de marzo de 1898, que un barco de acero ha salido recientemente de Baltimore para Coquimbo con un cargamento de carbón y coke. El coke se destina á las fundiciones de cobre y plata en la vecindad de Coquimbo. Dícese que este es el primer cargamento de aquella clase que sale de Baltimore para Chile. Los depósitos de carbón del sur de Chile son muy extensos y han sido explotados en grande escala por muchos años; pero no obstante ésto, la mayor parte del carbón que se consume es importado de Inglaterra y de la Australia en los barcos que vienen desde estos países en busca de carga de retorno. El carbón chileno es bituminoso y propio para consumo en vapores oceánicos, ferrocarriles, instalaciones permanentes y aun en la fabricación de gas. La falta de braceros nativos que rindan trabajo satisfactorio, ha sido serio obstáculo al desarrollo de la explotación de este artículo. Se ha ensayado en numerosas ocasiones la aplicación á esta industria de mineros europeos, pero ésto no ha dado resultado, pues se ha visto que los mineros extranjeros son mas costosos que los braceros del país.

Desarrollo de Magallanes. Según un informe del Señor GUERRERO BACUÑAN, que fué enviado por el Gobierno de Chile al territorio de Magallanes á fin de informarse sobre las condiciones comerciales allí existentes, se sabe que ha habido un desarrollo considerable en esa parte remota de la República. Este desarrollo comenzó en 1897 con la introducción de 500 carneros de las Islas Falkland. El Señor BACUÑAN calcula el valor de lo que

contiene dicho territorio de la manera siguiente: ganado vacuno, $615,360; caballos, $366,520; carneros, $4,557,830; cercas de alambre, $777,374; edificios, $1,250,458, y establecimientos industriales, $133,000. La cantidad de lana exportada en 1896 fué de 3,205,663 libras. En el mismo año se exportaron 70,000 carneros muertos congelados y se asegura, apoyándose en datos fidedignos, que esta industria promete alcanzar un desarrollo importante y lucrativo.

Facturas Consulares y Conocimientos de Embarque.

El Cónsul CAPLES, de Valparaiso, remitió al Departamento de Estado, con fecha 29 de enero de 1898, las disposiciones á que están sujetos las facturas consulares y los conocimientos de embarque de las mercancías despachadas con destino á puertos de Chile y que previenen lo siguiente:

(1) Los conocimientos de embarque de los buques que lleguen á puertos de la República, deben estar certificados por el cónsul de Chile en el puerto de embarque.

(2) Cuando se presenten en las aduanas manifiestos detallados, deben ir acompañados de facturas en que se detallen las mercancías certificadas por los cónsules chilenos respectivos, ó á falta de éstos por un cónsul de una nación amiga.

Los cónsules están en el deber de remitir por el primer correo siguiente al despacho, al Jefe de la Aduana en Valparaiso, un ejemplar de las facturas certificadas.

(3) La falta ú omisión del certificado consular, en cualquiera de los documentos mencionados en los artículos precedentes, será castigada con una multa igual al triple del impuesto arancelario que determina la ley consular del 4 de marzo de 1897, artículo veinte, cuya multa percibirá la aduana.

(4) Estas disposiciones entrarán en vigor tres meses después de promulgadas para los consulados en la América del Sur y seis meses después para todos los otros consulados.

COSTA RICA.

Notas Industriales.

La línea de vapores de Costa Rica, que hace el tráfico entre Nueva Orleans y Limón, se ha aumentado con la adquisición de dos grandes vapores nuevos, el *Alps* y el *Andes*. Llevan la bandera inglesa y harán viajes semanales saliendo de Nueva Orleans y Limón, respectivamente, los días viernes.

En Lóndres se organizó, con un capital de £130,000, the "Costa Rica Electric Light and Power Company," con motivo de lo cual dice el "New York Journal of Commerce" de 4 de abril, que las noticias recibidas indican que en dicha República se establecerá un servicio eléctrico en todos sus ramos. La compañía se propone construir varios ferrocarriles eléctricos é instalar oficinas de alumbrado y de potencia eléctrica. En la actualidad no hay otros datos referentes á dicha sociedad, pues apenas se inauguró el dia 10 del mes anterior. Se cree que por motivo de la proximidad de Costa Rica á los Estados Unidos la mayor parte del material que necesite la compañía se comprará en este país. Otra ventaja que favorece á los fabricantes americanos de maquinaria y materiales eléctricos es lo bajo del precio, la excelente calidad y la fama de estos

ɔductos. Ya hay establecidas en Costa Rica tres compañías eléctricas, de las ales la principal se ha unido á la "Costa Rica Electric Light and Power ɔmpany."

Según los informes que publicó el "London Financial News" de Inglaterra, fondos necesarios para atender al servicio de dicha deuda exterior de Costa ca estaba listos en Lóndres desde el mes de febrero último, habiéndose verifido con todo puntualdad el 1° de abril el pago de los intereses vencidos.

GUATEMALA.

Cosecha de Café.

Según informe del Cónsul General, Mr. BEAUPRÉ, de fecha 5 de marzo de 1898, se está operando un marcado enacimiento en la industria y el comercio de Guatemala. La cosecha de café erá mucho mayor de lo que se esperaba, y este producto está obteniendo ıayores precios. El promedio de exportación hasta la fecha es considerableıente mayor que el de igual fecha del año pasado. La importancia de la cosecha e café y el aumento en el precio de este artículo, influyen favorablemente en la tuación financiera de la República.

MÉXICO.

ıauguración de un Nuevo Ferrocarril.

El Cónsul CHARLES W. KINDRICK dá cuenta al Departamento de Estado, en una comunicación fechada en iudad Juarez el 25 de enero de 1898, de la inauguración oficial del ferrocarril de ío Grande, Sierra Madre y el Pacífico. La extensión actual de la línea es de 50 millas, de la Ciudad de Juarez á Casas Grandes, en el Estado de Chihuahua. ɔgún el proyecto, este ferrocarril habrá de llegar á un punto del Golfo de Cali-ɔrnia, en el Estado de Sonora. Esta empresa fué iniciada hace algunos años ɔr varios capitalistas de los Estados Unidos, que son los mayores accionistas. ste ferrocarril abre al tráfico una sección hasta ahora casi inaccesible, abunante en minerales y en otras fuentes de riqueza. Según informe del Cónsul INDRICK, la explotación de la madera de las montes de la Sierra Madre está ɔdavía en sus comienzos y sólo dá abasto al consumo local, pero es susceptible e un desarrollo inmenso. El distrito que esta línea atraviesa, produce anualıente unas 100,000 cabezas de ganado.

Cuarto para Muestras de Productos.

El Cónsul de los Estados Unidos, Mr. MAGILL, informa al Departamento de Estado, con fecha 20 de enero de 898, que hay un cuarto en el consulado de Tampico que podría destinarse á la xhibición de las mercancías de los Estados Unidos que tienen salida en los ıercados de México, tales como alimentos cereales, jabón, cuchillería, papel de scribir y otros artículos de fácil venta. "Si los fabricantes quisieran aproveharse de esto," dice Mr. MAGILL, "yo invitaría gustosamente á los comerıantes locales para que examinaran los artículos, y trataría de exponer personalmente las buenas calidades de estos, en la medida de mis facultades. Por upuesto, los gastos de flete ó de entrega deberán pagarse de antemano." El

Departamento de Estado ha aprobado la indicación del Cónsul MAGILL y lo ha autorizado para llevar á cabo el proyecto en todo cuanto sea practicable, en la inteligencia de que todos los gastos deberán ser sufragados por las firmas que remitan sus muestras, y que el consulado no deberá incurrir en erogaciones por ningún concepto. En vista del proyecto de la Asociación Nacional de Fabricantes, de establecer en México y en otros lugares, almacenes permanentes para la exhibición de manufacturas y productos americanos, las referidas indicaciones del Cónsul MAGILL parecen recomendarse por si mismas á la consideración de los hombres de negocios de los Estados Unidos, como paso preliminar y de introducción á los trabajos de aquella Asociación.

Depósitos de Estaño.

Un corresponsal de la publicación llamada "Resources of Modern Countries," escribe de México á dicho periódico, que hay en varias partes de aquella república un número considerable de depósitos de estaño especialmente de la clase que se encuentra en Cornwall. Estos depósitos existen en los Estados de Guanajuato, San Luis Potosí y Sonora. En San Luis Potosí las rocas graníticas que se hallan en la cima de la Sierra de la Estañera, en el distrito minero de Comanja, contienen mineral de estaño muy rico en abundancia. Según el citado corresponsal, estos minerales rinden de 70 á 75 por ciento de metal puro. También se encuentra dicho metal en el Estado de Durango, y si se le explotara como se debe, produciría pingües ganancias, porque los minerales rinden de 35 á 75 por ciento, siendo la mayor parte de la producción en la forma de óxidos.

Comercio en Caoba.

En un artículo del "Furniture Worker," que se publica en Cincinnati y Chicago, se dice que á causa de la actual demanda de muebles finos más costosos que los que han prevalecido en el mercado durante muchos años, las ventas de la caoba han aumentado proporcionalmente. De México, Laguna y Tabasco, viene una caoba de calidad excelente. Los montes en estos lugares son muy densos y en ellos abunda aquella madera. La que viene de México es susceptible de gran pulimento y con ella se fabrican los muebles mas lujosos del mercado. Antes de que estallara la insurrección en Cuba, la caoba resistente, tal como la que se usa para los balancines de mecedores, venía de aquella isla; pero ahora se recibe una clase de caoba de Santa Ana (México) que sustituye bien á la de Cuba. En la actualidad hay una gran demanda de esta madera en los mercados de Lóndres, y se vende á muy altos precios. Desde junio de 1896, se han recibido 2,412 trozas de Honduras; 200 de Nicaragua; 492 de Tabasco; 852 de Africa, y 869 de Cuba.

PARAGUAY.

Demanda de Maquinaria para Descortezar.

El Cónsul de Inglaterra en Asunción, Paraguay, en un informe de fecha reciente dirigido á la Oficina de Relaciones Exteriores, llama la atención hacia la actual demanda de maquinaria descortezadora en aquel país. Hay en el Paraguay muchas variedades de plantas textiles que solo requieren una preparación apropiada para convertirse en artículos de comercio. La caraqueta es una de estas plantas; se da profusamente y como el

mié, permanece inexplotada en su mayor parte. El cultivo del ramié ha sido ıandonado á causa de la imperfecta maquinaria de que se dispone para el desaollo de esta industria, no obstante que el cultivo de aquella planta en el Paraıay ha sido en extremo satisfactorio.

PERÚ.

Productos de los Estados Unidos.

El Cónsul DICKEY escribe del Callao, con fecha 12 de enero de 1898, que los principales artículos de los Estados Unidos que se importan en el Perú son petróleo refinado, madera de construcción, travesaños de ferrocarril, maquinaria (agrícola y para minería), aceite lubricante, agua de Florida, pintura, cuerdas, trementina, cristalería, pez rubia, grasa, herramientas, máquinas de coser, y unas cuantas bicicletas. La madera le pino y los travesaños de ferro carril son los principales artículos de exportaión de la costa occidental, pero el cónsul menciona también un gran cargamento le trigo que llegó de San Francisco en octubre de 1897, y que ascendió á 125,358 ushels. Según el referido cónsul, este es el único cargamento de trigo de los stados Unidos que se ha importado en el Perú durante los cuatro últimos ños; Chile hace la mayor parte de esta importación en el Perú. El importe otal del trigo chileno importado en el Perú durante el año de 1897, ascendió 22,613,723 kilógramos (830,903 bushels). Opina el cónsul que lo primero ue deben hacer los Estados Unidos para conseguir el comercio del Perú y de s otros países de la costa del Pacífico en la América Central y del Sur, es tablecer una línea de vapores rápidos desde San Francisco.

URUGUAY.

Estado del Comercio.

El Cónsul de los Estadns Unidos, Mr. SWALM, comunica de Montevideo con fecha 4 de febrero de 1898, que l trasquiladura de la presente estación en el Uruguay ascenderá á 90,000 pacas, e las cuales casi 70,000 han sido embarcadas para los mercados europeos; hay 0,000 pacas almacenadas, y de las 10,000 restantes, no se ha dispuesto todavía. a matanza de ganado hasta el 3 de febrero, era como sigue:

Número de reses beneficiadas hasta aquella fecha	101,261
Número de reses beneficiadas hasta igual fecha de 1897	162,882
Número de reses beneficiadas hasta igual fecha de 1896	137,002

Dice el Cónsul SWALM que la cosecha de trigo es la mejor que se ha recojido n muchos años, y que se acaba de dar comienzo á la exportación de aquel producto para los mercados de Europa.

Supresión de Derechos de Aduana Adicionales.

Una ley de 11 de enero de 1896 estableció en el Uruguay, por el término de dos años, ciertos impuestos uevos y especialmente un derecho suplementario de 2½ por ciento sobre todas s mercancías importadas á la República. Este derecho fué suprimido el 11 de ıero de 1888 por haber expirado el período para el cual se estableció.

VENEZUELA.

Fábrica de Cerveza en Puerto Cabello.

El Cónsul de los Estados Unidos en Puerto Cabello informa que, á causa del establecimiento reciente de fábricas de cerveza en Caracas, Puerto Cabello y Maracaibo, las importaciones de esta bebida han llegado á ser casi nominales, y que dentro de poco habrán cesado por completo. Antes se importaban grandes cantidades de cerveza de los Estados Unidos, Inglaterra y Alemania. En Puerto Cabello se ha construido una cervecería, cuya capacidad productora es de 2,642 galones en veinticuatro horas; está montada con maquinaria de lo más perfeccionado y produce una cerveza de excelente calidad. La fábrica cuesta cerca de $200,000 y es propiedad de capitalistas alemanes. En el Brasil se ha establecido también ésta industria. En Porto Alegre, Rio Grande do Sul, se ha organizado una compañía de accionistas con un capital de $3,500,000, con el objeto de establecer fábricas de cerveza.

PRODUCCIÓN DE VINO EN LAS REPÚBLICAS AMERICANAS.

Los datos que se ponen á continuación, referentes á la producción de vino en varios países del continente americano, son tomados de un informe sobre la producción de vino en todo el mundo durante los años de 1896 y 1897, que se publicó en uno de los últimos números del "Moniteur Vinicole":

	Gallones.	
	1897.	1896.
Estados Unidos	25, 234, 000	14, 960, 000
México	1, 320, 000	1, 546, 000
República Argentina	31, 680, 000	34, 980, 000
Chile	61, 600, 000	37, 460, 000
Brasil	8, 580, 000	10, 450, 000

BOLETIM MENSAL

DA

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UNIÃO INTERNACIONAL DAS REPUBLICAS AMERICANAS.

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RELAÇÕES COMMERCIAES ENTRE OS PAIZES AMERICANOS.—X.*

RECURSOS INTERIORES DAS ANTILHAS.

Já no BOLETIM MENSAL correspondente ao mez de Outubro de 1897, se fez referencia ás condições favoraveis que as Antilhas offerecem ao commercio dos Estados Unidos, pois sua posição geographica torna muito facil a communicação entre os portos norte-americanos e o immenso archipelago que se estende desde as proximidades da Florida até perto da costa de Venezuela. A area de todas essas ilhas é cerca de 92,270 milhas quadradas e sua população é calculada em 5,000,000.

O producto principal das Antilhas é o assucar, e o tabaco e o café vem em segundo lugar. Pode-se dizer que, até ha poucos annos, não existiam outros productos que, sob o ponto de vista commercial, merecessem ser mencionados; mas ultimamente tem-se dedicado bastante attenção a outra classe de productos, taes como cacáo, madeiras, rhum, melaço, fibras vegetaes, esponjas, concha de tartaruga, sal, couros e fructas tropicaes.

*O primeiro desta serie de artigos, pelo finado Sr. JOSEPH P. SMITH, foi publicado no BOLETIM MENSAL do mez de Julho de 1897. Continuar-se-ha a publicação destes artigos, escritos por varios collaboradores e de conformidade com o plano adoptado pelo Sr. SMITH.

As Antilhas constituem, como é bem conhecido, uma região agricola por excellencia, ainda que sejam limitados seus recursos industriaes. O que principalmente exportam são os productos do solo, que, mais ou menos fertil em todas as ilhas, é de uma fecundidade assombrosa em algumas d'ellas, como Cuba, Puerto Rico, Jamaica e Haiti. A extraordinaria riqueza da grande Antilha hespanhola é proverbial, porque não sómente dá todos os productos da America intertropical, mas possue em seu tabaco uma verdadeira especialidade. Os esforços que se fizeram para cultivar em outros paizes, o magnifico tabaco da Vuelta Abajo, não tiveram bom exito, e não se pode obter este tabaco fora dessa ilha privilegiada. O café de Puerto Rico é muito famoso, assim como o de Haiti. A ilha da Trindade produz excellente cacáo.

O commercio das Antilhas com os Estados Unidos é já muito consideravel e é de esperar que se va desenvolvendo mais e mais cada dia. Si olharmos para as tabellas que publicamos em seguida, extrahidas de dados estatisticos da Secretaria do Thesouro dos Estados Unidos, veremos o total do commercio entre os Estados Unidos e as Antilhas durante o exercicio de 1896–97:

Importações.

As Antilhas:	
Inglezas	$12,285,865
Dinamarquezas	367,289
Hollandezas	96,343
Francezas	9,944
Haiti	1,460,220
Santo Domingo	2,369,424
Ilhas hespanholas:	
Cuba	18,406,815
Puerto Rico	2,181,024

Exportações.

As Antilhas:	
Inglezas	$7,808,495
Dinamarquezas	519,448
Hollandezas	649,971
Francezas	1,665,461
Haiti	3,554,433
Santo Domingo	1,045,037
Ilhas hespanholas:	
Cuba	7,599,757
Puerto Rico	1,964,850

As Antilhas britannicas mantêm um grande commercio com os Estados Unidos, a onde enviam a maior parte de seus productos e

: onde recebem quasi todo o que necessitam. Referindo-se ás ndições do commercio em Jamaica, o Sr. ECKFORD, Consul dos stados Unidos em Kingston, diz n'uma communicação que foi ıblicada nas "Commercial Relations of the United States" de 95 e 1896, o que segue:

"Em resposta á circular dessa Secretaria de 8 de Julho de 1896, ıho a honra de dizer que nos ultimos annos tem havido um escimento constante nas importações dos Estados Unidos, e lgando pelo que se vê, o augmento continuará.

"O melhoramento das facilidades de transporte entre esta ilha os Estados Unidos, dando em resultado uma reducção no preço os fretes; os esforços dos fabricantes, exportadores e outros homens e negocios para fazer conhecer os productos americanos nas ıntilhas por meio de annuncios, ou aproveitando-se de agentes sponsaveis e activos ou de outra maneira; tudo tem contribuido augmentar o commercio, e é claro que o espirito de empreza e energia dos commerciantes dos Estados Unidos, dos quaes pode- affirmar que ultimamente tem comprehendido que existe aqui n bom mercado para seus productos, resultarão em maior senvolvimento das relacões commerciaes."

Os meios de communicação interior nas differentes Antilhas ralmente bastam as necessidades do commercio. Em Cuba, principaes centros de população ligam-se por estradas de ferro. m Jamaica, ha tambem algumas milhas de estradas de ferro, sim como na Trindade, Barbadas, Porto Rico e na Republica ominicana; mas a maior parte do commercio é feita por agua, inda que existem tambem boas estradas de rodagem em algumas as ilhas.

Ha nas Antilhas numerosos e excellentes portos, alguns dos uaes figuram entre os primeiros da America. As communicações ntre ditos portos e os dos Estados Unidos são boas e frequentes. allando de Jamaica, diz o Consul ECKFORD, no relatorio já encionado, o que segue:

"Jamaica tem 42 portos abertos ao commercio estrangeiro, dos aes os principaes são Kingston, Port Antonio, Montego Bay, ack River, Savana la Mar, St. Anns Bay, Falmouth, Milk ver, Lucca, Morant Bay, Annotto Bay, e Port Maria. Durante anno sahiram dos portos da ilha 1,168 embarcações, ou 32 mais ue o anno anterior. Destas embarcações 698 foram vapores e

470 navios á vela. Pertenciam aos Estados Unidos 102, e destes 82 foram vapores e 80 navios á vela, com uma tonelagem de 75,052 toneladas, mostrando um augmento de 35,711 toneladas sobre o anno passado. Os meios de transportes entre esta ilha e os Estados Unidos são excellentes. Os vapores da 'Atlas Steamship Company' fazem uma viagem por semana de ida e volta entre New York e Kingston. A dita companhia conta com 8 vapores neste commercio. * * * A linha 'Kerr,' ingleza, tem varios navios que se dedicam principalmente ao commercio de fructas e que correm entre os differentes portos da ilha e New York. A 'Boston Fruit Company,' corporação americana, tem 12 navios, alguns proprios e outros fretados, com uma tonelagem que varia de 381 a 1,440 toneladas, e que se empregam no commercio de passageiros e no de fructas, fazendo viagens de Port Antonio, que é a estação principal, Kingston, Annotto Bay, Buff Bay, Ho[illegible] Bay, Port Morant e outros pontos, a New York, Philadelph[illegible] Boston e Baltimore. Os Vapores da 'West Indian and Paci[illegible] Line' fazem duas viagens por mez da cidade de Kingston a N[illegible] Orleans, fazendo escala em alguns portos mexicanos. A 'Ind[illegible] pendent Line' começou ultimamente a fazer viagens de ida volta com seus vapores entre New York e Kingston. Estes dedicam principalmente ao commercio de fructas. Ha muit[illegible] vapores sem escala fixa que correm entre os portos da ilha e os d[illegible] Estados Unidos."

Os principaes portos de Cuba estão em communicação po vapor com os Estados Unidos, e as seguintes linhas de navegaçã merecem ser mencionadas. A "New York and Cuba Mail Steam ship Company," a "Munson Steamship Line" e a "Compañí Transatlántica Española." Santo Domingo e Haiti têm tambe bons meios de communicação com os Estados Unidos por vapore e navios de vela. Outro tanto pode-se dizer das Antilhas france zas, hollandezas e dinamarquezas.

Como era de esperar, tomando em consideração a posição geo graphica das Antilhas a respeito dos Estados Unidos, as transac ções commerciaes entre este paiz e aquellas ilhas são de grand importancia e promettem um rapido desenvolvimento. Com a colonias hespanholas de Cuba e Porto Rico e especialmente com a primeira, o commercio dos Estados Unidos tem sido muit

notavel, pois tem ascendido a não menos de noventa por cento do commercio total da grande Antilha.

Segundo o "Statesman's Year Book" para 1897, quasi todo o tabaco e quasi a metade dos charutos que se exportam de Cuba vem aos Estados Unidos. A mesma autoridade assegura que das 832.431 toneladas de assucar que sahiram da ilha em 1895, se introduziram nos Estados Unidos 769,962. O commercio dos Estados Unidos com as Antilhas britannicas é consideravel, pois, como antes se disse, a maior parte dos productos destas vem aos mercados americanos, e nelles tambem se provem aquellas colonias do que necessitam. Jamaica, que é a primeira de todas ellas por sua extensão, riqueza, e população, importa dos Estados Unidos uma grande quantidade de mercadorias, quantidade que em 1896 representava 33.9 por cento da importação total de artigos manufacturados. Quanto aos productos alimenticios que se introduzem na ilha, a maior parte vem dos Estados Unidos, pois, segundo o Consul ECKFORD (vejam-se as "Commercial Relations of the United States" para 1895 e 1896, pagina 519) dos $3,870,716.03 que essa importação representou no exercicio de 1895–96, $2,429,294.91 corresponderam aos Estados Unidos.

O commercio dos Estados Unidos com as Antilhas francezas, não obstante ser consideravel, não tem chegado ainda a seu completo desenvolvimento, e a este respeito convem citar o que diz o Consul americano, o Sr. TUCKER, em um relatorio que dirigiu de St. Pierre, Martinica, 8 de Outubro de 1896, e que foi publicado nas "Commercial Relations of the United States" para 1895 e 1896.

"Em uma entrevista recente que tive com o prefeito de St. Pierre, este senhor queixou-se da impossibilidade de obter informações exactas dos catalogos que vem impressos em inglez, porque nenhum dos empregados da municipalidade conhece a dita lingua. Alludiu especialmente a catalogos de bombas de incendio as quaes a cidade deseja comprar, e tambem me disse que desejaria ter um catalogo e uma lista de preços em francez de toda classe de artigos de escriptorio, accrescentando que enviar essas publicações em inglez, como se faz constantemente, é um gasto desnecessario.

"Seria bom suggerir aos industriaes e commerciantes dos Estados Unidos a conveniencia de mandar a esta ilha catalogos e listas de preços em francez, como um meio para introduzir aqui

as manufacturas americanas, dando-as a conhecer melhor do que se conhecem na actualidade. Tambem pode-se aconselhar para o mesmo fim que se enviem a esta ilha e a outros lugares onde se falla francez, agentes commerciaes que sejam homens de intelligencia e educação, assim como conhecedores de linguas estrangeiras. D'outra sorte, as viagens dos ditos agentes não terão bons resultados. Quando penso nos esforços que fazem outras nações, especialmente a Allemanha, para educar seus jovens que se dediquem a este importante trabalho, e observo o bom exito alcançado, não posso deixar de chamar a attenção dos meus concidadãos para este assumpto, nesta epocha de concurrencia e de esforços constantes para melhorar os meios de attrahir-se o commercio dos paizes estrangeiros. Tenho conhecido nesta ilha agentes commerciaes dos Estados Unidos que não podiam fallar francez e que, por conseguinte, naõ podiam fazer negocios, emquanto que outros conhecedores da lingua e entendidos em seus negocios, obtinham grandes vantagens para as casas que representavam."

As Antilhas dinamarquezas e hollandezas são as menores de todas, e seu commercio é naturalmente proporcionado a seu tamanho. O commercio que mantêm com os Estados Unidos é, todavia, consideravel. Fallando das importações e exportações em St. Thomas, o Consul STEWART, em um relatorio em data de 5 de Septembro de 1896, que foi publicado nas "Commecial Relations of the United States" para 1895 e 1896, expressa-se assim:

"Houve uma diminuição nas importações da Inglatera, França, e Allemanha durante o exercicio findo a 30 de Junho de 1896, emquanto que as importações dos Estados Unidos augmentaram-se em mais de $40,000.

"Calculam-se as exportações em cerca de $60,000, e desta quantia $37,987 foram aos Estados Unidos."

A colonia hollandeza de Curação tem, em proporção a seu tamanho, um commercio consideravel com os Estados Unidos: mas é claro que muito se poderia fazer para augmental-o, e a respeito disto, o Consul Americano, o Sr. JERVIS SPENCER, diz, em um relatario publicado nas "Commercial Relations of the United States" para o anno de 1895–96, o que segue:

"Si se exhibissem aqui amostras de manufacturas americanas, junto com as listas de preços, e si se comparassem estas com as

ropeas, sem duvida as primeiras seriam preferidas e um com-
ercio seria estabelecido que augmentaria cada dia. Aconselharia
e as ditas amostras se expozessem em um edificio destinado a
e fim para que os fabricantes dos Estados Unidos poderiam
m pouco custo vender suas manufacturas aos commerciantes
stes paizes."

O Consul SPENCER, como outros empregados consulares, acon-
lha que se enviem a essas ilhas agentes commerciaes que conhe-
m a lingua, os gostos e os costumes do paiz,

Ao considerar o desenvolvimento a que pode chegar o com-
ercio dos Estados Unidos com as Antilhas, o primeiro que salta
vista é a proximidade destas ilhas ao littoral dos Estados Unidos.
s montanhas de Cuba quasi podem ser vistas desde a Florida.
e New York a Kingston, Jamaica, a distancia é de 1,820 milhas,
ndo muito menor a Haiti. Situadas as Antilhas no caminho
e seguem os vapores e navios á vela que se empregam no com-
ercio entre os Estados Unidos e a costa da America Central e
Sul sobre o Atlantico, é indubitavel que á proporção que se
senvolverem as relações commerciaes das tres secções deste con-
ente, o commercio entre as Antilhas e os mercados do norte
rá de augmentar-se necessariamente. As fabricas americanas
odem fornecer a todo o archipelago todas as manufacturas que
us habitantes necessitam, e a concurrencia das nações do Velho
undo será impossivel no dia em que os commerciantes dos
stados Unidos, ajustando-se ás exigencias dos mercados das
ntilhas, adoptem o methodo commercial seguido pelos paizes
uropeos, principalmente a Allemanha, e que consiste, sobretudo,
m estudar, por meio de agentes activos e bem educados, os usos,
s costumes e ainda os gostos peculiares dos povos com os quaes
ommerciam.

A reconstrucção da marinha mercante dos Estados Unidos é uma
ecessidade indispensavel em face das exigencias do commercio
xterior. Não ha razão para que os armadores americanos não
ossam fazer concurrencia com os da Europa na industria de
ansportes por agua, sobretudo, tratando-se dos paizes deste con-
nente, e, todavia, é um facto innegavel e sorprendente que a
aior parte das mercadorias que se introduzem aos portos da
merica latina chega em embarcações de nacionalidade europea.

Nos estaleiros americanos se construem navios tão bons como os que se fazem na Inglaterra, e é uma verdade reconhecida que em epochas passadas a marinha mercante dos Estados Unidos sobrepujou a da Inglaterra. Para pól-a outra vez nessas condições, deveriam dirigir-se os esforços de todos os que aspiram a ver a Grande Republica dominando sem concurrencia alguma em todos os mercados do novo mundo.

Á medida que a marinha mercante dos Estados Unidos se levantar á altura a que deve necessariamente chegar, far-se-ha mais facil o crescimento do commercio deste paiz com os demais da America. É um facto reconhecido por todas as grandes potencias do mundo que nada é tão favoravel ao commercio de um paiz como o poder de enviar seus productos ao estrangeiro em seus proprios navios, e a isto se deve indubitavelmente em grande parte a posição proeminente que a Grão Bretanha tem occupado por muito tempo a respeito das outras nações mercantis. Bem conhecidos são os esforços que a França e a Allemanha têm feito e continuam a fazer em beneficio de sua marinha mercante. Nos Estados Unidos se comprehende perfeitamente a importancia de que o commercio americano disponha de melhores facilidades de transporte afim de que os exportadores deste paiz deixem de pagar tributo a emprezas de navegação estrangeiras. Sendo a Grande Republica a primeira nação industrial do mundo e contando em ambos mares com numerosos e excellentes portos, é natural que possua uma marinha mercante proporcionada ás necessidades de seu commercio, e a terá. Já se tem conseguido muito nesse sentido, mas ainda fica bastante por fazer. O dia virá, todavia, tudo parece indicar que já se acerca, em que a bandeira americana, fluctuando sobre navios mercantes americanos, se offerecerá aos olhos do viajante, como hoje se apresenta a bandeira ingleza em todos os portos da America.

A. Guzmán

REPUBLICA ARGENTINA.

INDUSTRIA ASSUCAREIRA DE TUCUMAN EM 1896–97.

A producção de assucar na provincia de Tucuman tem seguido, ırante o passado anno fiscal, o desenvolvimento crescente que já tem indicado em relatorios anteriores. A colheita de 1896–97 ontou a 135,606 toneladas. A producção dos cinco annos ecedentes, foi como se segue:

Annos.	Toneladas.
)1–92	45, 000
)2–93	40, 000
)3–94	55, 000
)4–95	74, 000
)5–96	103, 000

Durante o anno de 1896–97, estavam funccionando trinta e ıatro engenhos de assucar, dos quaes cinco, cujos donos são fran-zes, produziram 23,000 toneladas; dous, cujos donos e adminis-ıdores são filhos de francezes, cidadãos da Republica Argentina, oduziram 8,000 toneladas, e tres, cuja producção total foi de ,500 toneladas, são da propriedade de uma companhia allemã. lem destes engenhos, ha um hespanhol que produz 9,000 tone-das, um sueco e um americano que produzem 1,600 e 2,154 neladas respectivamente. Os vinte e um engenhos restantes, são ı propriedade exclusiva de argentinos.

Estes engenhos receberam da França todas suas machinas com :cepção dos tres engenhos allemães, o americano e outro mais, jas machinas foram compradas na Inglaterra.

Espera-se que a producção para o anno fiscal de 1897–98 será mais de 150,000 toneladas. Por conseguinte, o mercado da epublica Argentina pode ser considerado desde agora, como hado ao assucar europeo, com excepção de algumas pequenas antidades de assucar refinado, introduzido para o uso de certos asumidores ricos. Os referidos dados só referem á provincia de ıcuman. A producção de assucar nas provincias vizinhas de lta, Jujuy, o Chaco e Corrientes montou em 1895 a 15,000 ıeladas, segundo um relatorio official. Em Santa Fé, Formosa, Santiago, a producção para o mesmo anno foi de 9,000 toneladas.

COLHEITA DE CEREAES.

O "South American Journal" de 19 de Março, publica a seguinte communicação sobre a colheita de cereaes. A dita communicação foi escripta pelo Sr. WILLIAM GOODWIN, membro da commissão de inspecção de grãos do rio da Prata, e está datada em Buenos Aires, a 14 de Fevereiro de 1898.

Dizem que ha uma producção deficiente de trigo em muitas partes da Republica Argentina e se crê que a exportação total do rio da Prata não excederá de 5,000,000 quarteis, apesar de ter tido no Uruguay uma colheita abundante, de boa qualidade; mas si a grande geada de 8 de Novembro, quando a planta estava em flor, se tivesse demorado uma semana mais, se teria dobrado provavelmente a quantidade destinada á exportação, pois o damno occasionado pelos gafanhotos não foi de importancia e a secca causou prejuizos principalmente nos districtos em que se apresentou immediatamente depois das geadas. A qualidade do grão será varia; e as grandes chuvas que têm cahido ultimamente têm causado damno consideravel em muitas rimas que ainda não estão debulhadas.

A colheita de linhaça é muito escassa, e é duvidoso que a exportação exceda de 100,000 toneladas, de qualidade mediana.

A colheita de milho promette ser muito grande e não se teme que seja prejudicada pelos gafanhotos nas poucas semanas que faltam para que aquella planta esteja madura.

COLUMBIA.

CONCLUSÃO DO MOLHE DE LA BOCA.

N'uma communicação, em data de 3 de Fevereiro de 1898, o Sr. MURPHY, Agente Consular dos Estados Unidos em Colon, dá conta á Secretaria de Estado, da conclusão do dique de La Boca, ponto terminal do Canal de Panama pelo lado do Pacifico. Considerou-se necessaria a construcção desta obra para obviar os obstaculos que apresentavam as grandes marés no porto de Panamá, que excediam de vinte e cinco pés, deixavam o fundo do mar exposto á vista por uma milha ou mais desde a praia, na maior baixa-mar.

O Sr. MURPHY diz que é opinião geral que esta obra terá um bom exito, e que os vapores de maior tamanho poderão carregar e descarregar no caés, em vez de fazel-o como antes, por meio de lanchas no ancoradouro aberto.

N'um relatorio apresentado por M. BONARDEL, Presidente da

Directoria da Nova Companhia do Canal de Panamá, n'uma reunião de accionistas celebrada em Paris a 28 de Dezembro de 1897, se declara que a conclusão do porto e do molhe de La Boca é um dos principaes trabalhos entre os emprehendidos pela Companhia durante o anno passado, e que seu principal objecto é facilitar á Companhia de Estradas de Ferro de Panama o despacho de mercadorias mais rapidamente e com menos gastos que antes, de modo a poder fazer concurrencia vantajosa com as varias estradas de ferro transcontinentaes e com a transportação maritima pelo Estreito de Magalhães.

Estão terminadas quatorze milhas do canal a partir do extremo de Colon, e seis milhas desde o de Panamá; mas a maior e mais difficil parte da empreza, as obras necessarias para atravessar a cordilheira Culebra e prevenir as inundações do rio Chagres, ainda tem de ser emprehendidas.

EQUADOR.

CULTIVO DE BORRACHA.

O Sr. PERRY DE LEON, Consul Geral dos Estados Unidos em Guayaquil, remette á Secretaria de Estado, em data de 26 de Fevereiro, um relatorio sobre o cultivo da borracha no Equador. Do dito relatorio extrahimos o seguinte:

O cultivo da borracha no Equador é uma nova industria; até o presente, a borracha tem sido extrahida de arvores silvestres nas florestas, mas a maneira descuidada em que se tem levado a cabo aquella operação, tem dado em resultado a destruição da arvore. Nas regiões remotas ha ainda grandes florestas que, por razão de sua inaccessibilidade e por falta de meios de transporte, permanecem intactas.

Trata-se de obter do Governo uma concessão de oito annos para a exploração da borracha e a quinina na Provincia de Tungurahua, n'uma area de 8 a 10 leguas quadradas. Os principaes productos da Republica são cacáo e café, mas espera-se que o interesse que se está tomando actualmente no cultivo da borracha, dê a esta industria tanta importancia como a que aquelles têm.

O Consul-Geral DE LEON diz que o Equador produz em abun-

dancia toda a classe de arvores de borracha, e que as de melhor qualidade se encontram nas regiões mais temperadas dos tropicos. A arvore dá seu maior rendimento a uma temperatura de 64° Fahrenheit; a uma temperatura mais baixa a gomma se solidifica, assim cerrando a incisão e paralysando o fluxo do liquido.

O Equador tem immensas extensões de terra propria para o cultivo da borracha, que se podem obter a preços muito baratos. Diz o Consul-Geral em seu relatorio:

Eu estou seguro de que o Presidente ALFARO receberá com fervor a immigração e o capital americanos. Os immigrantes devem ter meios de subsistencia ate as arvores estejam madurecidas. Neste paiz a vida é muito barata; quasi tudo cresce espontaneamente; a alimentação é barata e se necessita muito pouca roupa. Si se levasse a cabo a projectada estrada de ferro a Quito, poderiam ser utilizadas immensas florestas de borracha que agora estão demasiado remotas para ser exploradas.

MEXICO.

COLONIA JAPONEZA.

De "El Progresso de Mexico," sabe-se que o Sr. KOBAYASHI e o Sr. H. KAWAMURA, de Tokio, chegaram a San Francisco no vapor *Gaelic* no dia 23 de Fevereiro passado, em viagem para o Mexico, afim de tratar do estabelecimento de colonias japonezas n'aquelle paiz. N'uma entrevista celebrada com o Sr. KOBAYASHI, elle disse que já se fizeram todas as preparações para o estabelecimento de uma colonia japoneza n'uma extensa zona vizinha ao porto de San Benito e contigua á fronteira de Guatemala. Essa zona tem 100,000 geiras de extensão e foi comprada por Conde Enomoto, ex-Ministro da Agricultura no Japão, e dono de muitos bens de raiz d'aquelle paiz, de accordo com um tratado celebrado entre o governo mexicano e o japonez, no anno passado. Os promotores da empreza contam com o auxilio do governo japonez.

O objecto dos dous visitadores é examinar a terra e dividil-a entre os colonos, o que effectuar-se-ha logo quanto fôr possivel. Dizem que toda a terra será dedicada ao cultivo de café. Tambem propõe-se estabelecer uma linha de vapores entre as cidades de San Francisco e Acapulco, para ligar-se com a linha japoneza que atravessa o Pacifico.

EXPORTAÇÃO DE GADO.

Diz o "National Provisioner" (que se publica em Chicago e m New York), em seu numero de 26 de Março, que a existencia le gado no Mexico está quasi inteiramente esgotada. Este estado le cousas se attribue á procura extraordinaria de carne de vacca nexicana, que começou ha dous annos. Receberam-se dos Estados le Chihuahua e Sonora de 5,000 a 6,000 cabeças de gado por nez. Alem disto, a exportação de gado em pé, para os Estados Jnidos durante os ultimos doze mezes, tem sido consideravel. Esta procura de gado nao está diminuindo, e o resultado é que a xistencia de gado, em apparencia inesgotavel, do norte do Mexico, em sido grandemente reduzido. É evidente que os pastores nexicanos têm obtido proveito consideravel de suas fazendas.

CONTRACTO COM A COMPANHIA MEXICANA DO CABO TELEGRAPHICO.

Em data de 15 de Novembro de 1897, o Governo mexicano celebrou um contracto por intermedio do Secretario de Estado dos Negocios da Industria, Viação e Obras Publicas, com a Companhia Mexicana do Cabo Telegraphico. Neste contracto, approvado pelo Congresso, se estipula que o serviço telegraphico internacional da Republica será a cargo das linhas daquella companhia em combinação com a companhia intitulada Western Union Telegraph Company dos Estados Unidos. Pelas estipulações deste contracto a Western Union Telegraph Company fica autorisada para ligar seus arames com os da companhia mexicana, sobre ou debaixo da terra, assim como tambem o cabo submarino em Laredo, Tamaulipas, Ciudad Juarez, Chihuahua e Nogales. Pelas condições do artigo 24, a Companhia Telegraphica Mexicana obriga-se a dar ao Governo do Mexico 15 por cento dos ganhos annuaes do serviço internacional da Republica, que tenha lugar pela fronteira do norte ou por meio de seu cabo. A companhia garante que o referido 15 por cento não baixará de $20,000 (ouro) annualmente, emquanto que vigore o contracto.

Segundo o artigo 26, o serviço telegraphico internacional da Republica será levado ao cabo sómente pelo Governo Federal, a Companhia Telegraphica Mexicana, e a Union Telegraph Com-

pany, emquanto que este contracto esteja vigente; e a expressão serviço telegraphico internacional inclue o serviço de telephono e toda troca de despachos já seja directamente por contracto das linhas, ou já indirectamente por meio de mensageiros ou de outro modo.

Em caso de falta de cumprimento do paragrapho 1° deste artigo, a Companhia Telegraphica Mexicana poderá suspender o pagamento de 15 por cento dos ganhos annuaes.

O CANAL DE DRENAGEM.

A grande obra de construcção do canal de drenagem do valle do Mexico, já está concluida, com a excepção de alguns toques finaes. Diz-se que este canal que tem chamado a attenção dos engenheiros no Mexico desde que os trabalbos começaram em 1607, estará em operação dentro dos proximos seis mezes. O contracto pelo qual se tem levado ao cabo a obra foi celebrado a 25 de Dezembro de 1889, entre o Governo mexicano e os Srs. PEARSON & SONS de Londres. A obra completa, incluindo canal e tunnel, terá 40 milhas de comprimento, e custará $20,000,000, approximadamente.

O valle do Mexico é uma immensa bacia e tem uma extensão de 2,200 milhas quadradas, com uma altura média sobre o nivel do mar de 7,413 pés. Antigamente foi um mar interior e depois dos processos naturaes de absorpção, evaporação, etc., tornou-se uma serie de lagos que têm sido fontes de constante perigo para a vida e a propriedade e uma ameaça á saude dos habitantes da cidade de Mexico e das villas e povoações vizinhas.

O Sr. ROMERO, ministro do Mexico nos Estados Unidos, em um artigo sobre o assumpto publicado na "Engineering Magazine" de 1895, disse:

"Quando desapparecer o perigo das inundações e se der remedio á insalubridade por meio de um systema apropriado de drenagem, a maior segurança de vidas e propriedades, terá muita influencia sobre a prosperidade da cidade do Mexico. O valor da propriedade augmentará, a população crescerá rapidamente, sem contar o numero de viajantes que virão dos Estados Unidos, com todo o que augmentariam as rendas do municipio."

RENDAMENTO DA ESTRADA DE FERRO DE TEHUANTEPEC.

Tem-se celebrado um contracto entre o Governo Mexicano e a sa de Srs. PEARSON & SONS de Londres, pelo qual o Governo enda á casa acima mencionada, por um periodo de cincoenta nos, a contar desde o primeiro de Abril de 1898, a Estrada de erro de Tehuantepec, incluindo-se todas as suas dependencias. arrendamento comprehende a obrigação de construir portos ns e seguros nos dous terminos da linha, Coatzacoalcos e alina Cruz. Pelas condições do contracto os Srs. PEARSON & ONS se obrigam a pôr a linha em boas condições para o serviço a mantel-a no mesmo estado até que seja transferida para o overno, ao fim do prazo do arrendamento. O Governo garante mo renda liquida da linha 6 por cento do capital empregado melhoramento da linha, e toda a renda que exceder desta uantia irá para o Thesouro Nacional.

ESTADOS UNIDOS.

COMMERCIO COM A AMERICA LATINA.

O Club Hespanhol de St. Louis remetteu á esta Secretaria um ocumento muito interessante que foi lido recentemente n'aquella ssociação pelo Sr. GEORGE P. PARKER, 1° Vice-Presidente do lub. O referido documento versa sobre o commercio de St. ouis com os paizes da America latina; e por ser instructivo e de nteresse geral, extrahimos do dito documento o seguinte:

O commercio de exportação do Mexico e da America Central e do Sul, está omando rápidamente o desenvolvimento que por muitos annos se esperava. * * * A baixa no valor da prata no Mexico e a conseguinte alta taxa de ambio do ouro, deram em resultado quasi uma paralisação nos pedidos d'aquelle aiz, mas quando os cambios normalisaram-se, não sómente se restabeleceu o ommercio, mas houve um augmento no mesmo. O commercio com a America entral tem excedido em muito ao de annos anteriores; têm-se aberto muitas ntas novas e o mercado de St. Louis tem encontrado novos campos. Ainda epois de haver-se conseguido isto, necessita-se muito tempo até que possam parar-se dos antigos costumes commerciaes e effectuar-se outros novos.

* * * O valor de St. Louis como um mercado geral é evidenciado pelo cto de que um carregamento de mercadorias de todas as classes, destinadas a

uma colonia de Venezuela, o qual constava de dez e nove carros, foi comp St. Louis e embarcado para New York, onde foi despachado em um navio

* * * N'uma reunião celebrada em St. Louis pelas companhias de de ferro e vapores, com o objecto de fixar os fretes mexicanos, as linhas porte ficaram admiradas do total das transacções levadas a cabo em St. do augmento nas mesmas.

Os seguintes algarismos extrahidos da estatistica d'uma companhia d de ferro, dão uma idea clara da importancia d'aquelle commercio:

Mez.	1896.	1897.	Augmento.	Di
	Toneladas.	*Toneladas.*	*Toneladas.*	*T*
Janeiro	315, 140	1, 212, 542	897, 402	...
Fevereiro	379, 451	398, 115	18, 664	...
Março	1, 123, 750	534, 090	.....	
Abril	517, 853	658, 665	140, 812	...
Maio	471, 863	526, 977	55, 114	...
Junho	200, 861	926, 314	719, 453	...
Julho	161, 681	516, 308	354, 627	...
Total	3, 170, 599	4, 767, 011	2, 186, 072	

Augmento liquido, 1,596,412 toneladas.

Segundo estatisticas fidedignas, o commercio procedente de St. Loui Paso e Laredo sómente, foi de 13,359,647 libras em 1897. * * * (lecimento d'um museu commercial tem sido considerado por muito tem um passo que daria resultados beneficos.

Convem consignar o estabelecimento d'aquella instituição por alguns homens mais emprehendedores.

Os paizes situados ao sul do nosso, gostam de commerciar com aquell que buscam seu commercio, e o espirito de reciprocidade nunca foi est tão firmemente como agora. Ao augmentar nossas exportações, muitas casas principaes têm importado directamente materias primas da Amer tral e do Sul, em lugar de recebel-as por meio de agentes europeos ou York. Segundo as estatisticas mais recentes o Mexico envia agora aos Unidos 75 por cento de suas exportações.

VENEZUELA.

KILOMETROS DE ESTRADAS DE FERRO.

Os seguintes algarismos publicados no "South America nal" de 22 de Janeiro, de 1898, mostram o numero total metros de estradas de ferro, que estão actualmente funcci em Venezuela, assim como a nacionalidade dos proprieta linhas. Ver-se-ha que os Estados Unidos occupam un muito inferior na lista:

	Nacionalidade.	Kilometros.
racas–Valencia	Allemã	179
racas–La Guiara	Ingleza	37
racas–Petare	do	10
racas–El Valle	Nacional	8
lencia–Puerto Cabello	Ingleza	55
caca–Arca	do	89
Hacha–Barquisimeto	do	88
Ceiba–Valera	Nacional	90
nta Barbara–El Vijia	Franceza	60
ncontrado–La Fria	Nacional	100
renero–San José	Hollandeza	33
uanta–Naricual	Nacional	36
arquetia–Macuto	do	8
ela–Coro	Estados Unidos	17
Total		810

XPOSIÇÃO PERMANENTE DE MANUFACTURAS AMERICANAS EM CARACAS.

No dia 29 de Março ultimo teve lugar em Caracas, capital de enezuela, a inauguração formal da exposição permanente de anufacturas americanas estabelecida pela Associação Nacional de anufactureiros dos Estados Unidos. Por uma correspondencia pecial de Caracas, que publica o "New York Commercial," mos conhecimento da hospitaleira recepção dada pelas autoridades os particulares do paiz á delegação americana nomeada pela dita sociação para represental-a no acto de abertura, e da cordialide com que foi recebida e tratada esta delegação que fez viagem Venezuela com o fim expresso de abrir a exposição. Assistiram ceremonias de inauguração da exposição, o General IGNACIO NDRADE, Presidente da Republica, os membros do gabinete, o inistro dos Estados Unidos, o Honrado Sr. FRANCIS B. LOOMIS, uitos membros do corpo diplomatico estrangeiro e grande numero senhoras e cavalheiros convidados especialmente para assistirem ceremonias.

O Sr. RUDOLPH DOLGE, commissario especial da associação e ujos esforços se deve em parte o bom exito da empreza, comissionou o General A. YBARRA e o Doutor LUCAS RAMELLA, Presinte da Junta de Commercio de Caracas, para declarar inaugurada exposição, o qual verificado pelo General YBARRA, pronunciou o scurso de abertura, fazendo ver as vantagens que o commercio ntre Venezuela e os Estados Unidos terá de receber d'aquella

exposição, que é uma empreza nacional que não aspira a nenhum proveito material e que só deseja apresentar ao commercio, á agricultura e ao publico em geral amostras dos productos e manufacturas americanos. A exposição será um estabelecimento permanente onde existirá um escriptorio de informações tambem permanante, disposto sempre a ajudar o commercio de Venezuela e os fabricantes dos Estados Unidos. Terminou agradecendo ao Presidente ANDRADE, em nome da Associação, por seus esforços em favor da empreza, cujo estabelecimento significa "a união commercial de dous paizes unidos tambem por outros laços."

O Presidente ANDRADE replicou em termos de encomio e approvação, desejando prosperidade e bom exito para a empreza. "Eu sinto satisfação pessoal," disse o Presidente, "ao ver que a poderosa Republica do Norte chame a nossas portas para offerecer-nos o fructo de sua experiencia e o resultado admiravel do genio e do trabalho de seus filhos. Aqui ha um povo bom e honrado que quer trabalhar; nossos portos estão abertos ás correntes civilisadoras e ás forças productoras do exterior. Extensos campos e fertis montanhas offerecem grande rendimento ás intelligencias e aos braços que queiram cultival-os e exploral-os."

Fallou logo o Ministro Sr. LOOMIS explicando a alta significação daquelle acto no futuro commercial das duas nações. Declarou que este é o passo mais importante que se tem dado no sentido de augmentar as relações commerciaes do novo mundo, desde que o Commodoro PERRY se embarcou para o Japão, pondo aquelle paiz em intima communicação com o mundo. O discurso do Sr. E. H. SANBORN, representante da associação, terminou o acto official da abertura e em poucas palavras deu agradecimentos ao Presidente da Republica, ao Gabinete e a todos pela hospitaleira recepção de que a delegação tinha sido objecto.

O numero de expositores é cerca de setenta e seus productos comprehendem quasi todo o que produz a industria americana.

NOTA.—O relatorio detalhado das ceremonias da inauguração da Exposição Permanente de Caracas, enviado pelo Ministro LOOMIS, acaba de ser recebido na Secretaria de Estado e parece impresso em extenso nas provas em pagina dos Relatorios Consulares para o mez de Abril. Sentimos que o dito relatorio nao tivesse chegado a tempo para inseril-o no presente numero do BOLETIM MENSAL.

SYSTEMA DE TRAMVIAS DE CARACAS.

Na secção de Commercio Miscellaneo do BOLETIM de Fevereiro, e diz que a concessão que se fez em Julho de 1896 para o stabelecimento de um systema de tramvias electricos na cidade e Caracas foi rescindida, por não terem cumprido os concessionaos com as condições do contracto.

Esta Secretaria recebeu uma communicação do Sr. EUGENIO MENDOZA, administrador da dita empreza, na qual diz que não ómente não foi rescindida a concessão, mas que foi prorogada, a 25 e Outubro de 1897, por quinze annos, que terminam em 1915, om autorisação para usar a electricidade como força motriz.

CULTIVO DO CAFÉ NAS ILHAS DE HAWAII.

As primeiras paginas dos Relatorios Consulares dos Estados Unidos para o mez de Fevereiro de 1898, contêm um extenso elatorio sobre o titulo acima mencionado, escrito pelo Sr. WILLIAM HAYWOOD, consul geral dos Estados Unidos nas Ilhas de Hawaii. O relatorio contem uma estimativa do custo de producção do café náquellas Ilhas, feita pela Secretaria de Relações Exteriores do Governo. Publicamos esta estimativa e as observações do Sr. HAYWOOD por serem de interesse para as pessoas que se dedicam ao cultivo do café nos paizes deste continente.

A seguinte estimativa é tomada de um pamphleto publicado pela Secretaria de Relações Exteriores de Hawaii, para um cafezal de 100 geiras, com 75 geiras semeadas de café, desde o primeiro até o setimo anno, quando se calcula que as colheitas pagarão os gastos originæs e deixarão um saldo. Este pamphleto foi publicado em 1896, e deve ter sido baseado em muito poucos factos positivos; todavia, um exame das entrevistas que tenho tido, não pode deixar de impressionar ao leitor de que a producção calculada tem sido realizada no todo. A unica observação que desejo fazer é a seguinte: Calculou-se um salario de $1,200 por anno para o administrador, mas não se designa nenhuma parcella para custear os gastos ordinarios do dono. Em primeiro lugar, não creio que se possa obter um administrador competente por $1,200 por anno, com o encargo de attender a 75 geiras semeadas de café, e produzir a colheita calculada. Si o dono for o mesmo administrador, a quantia designada será suf-

ficiente para seu sustento e para o emprego de um homem competente a attender aos trabalhos mais importantes como semeadura, etc. Ver-se-ha esta estimativa exige um capital de $18,000.

Estimativa dos gastos de estabelecimento de um cafezal de 75 geiras e de manutenção durante sete annos.

PRIMEIRO ANNO.

Compra de 100 geiras de terras do Governo, a $10 por geira..	$1,000	
Casa do administrador e tanque de agua	600	
Alojamento dos trabalhadores e tanque de agua.....	350	
Desmonte de 50 geiras de terra, a $20 por geira.....	1,000	
Cercas.....	300	
Compra de 65,000 arvores de café de um anno, a $5 por milheiro	325	
Para alinhar, cavar e plantar 50 geiras.....	600	
Salario do administrador, um anno.....	1,200	
Salario de seis japonezes, por um anno, a $15 por mez	1,080	
Compra de instrumentos e gastos incorridos para começar um viveiro	500	
		$6

SEGUNDO ANNO.

Salario do administrador.....	1,200	
Salario de seis japonezes.....	1,080	
Trabalho extra, para alinhar, cavar e plantar 25 geiras.....	300	
Varios.....	500	
		3,
		10,

TERCEIRO ANNO.

Salario do administrador.....	1,200	
Salario de nove japonezes	1,620	
Telheiro de despolpar e casa para seccar	500	
Despolpador, com machina e caldeira.....	500	
Trabalho extra para recolher, despolpar e seccar 20,000 libras de café de 50 geiras a 4 centavos por libra	800	
Para descascar, polir e classificar 20,000 libras de café, a 1 centavo.....	200	
Varios (saccos, fretes, etc)	250	
		5,
		15,

CREDITO.

Pela venda do 20,000 libras de café a 18 centavos	3,
	11,

QUARTO ANNO.

Salario do administrador	$1,200	
Salario de nove japonezes	1,620	
Trabalho extra para recolher, despolpar e seccar 50,000 libras de café (50 geiras) a 4 centavos por libra	2,000	
10,00 libras (25 geiras) de café de arvores de tres annos	400	
Para descascar, polir e classificar 60,000 libras a 1 centavo	600	
Varios (saccos, fretes, etc.)	400	
		$6,220
		17,725

CREDITO.

Pela venda de 60,000 libras de café a 18 centavos	10,800
	6,925

QUINTO ANNO.

Salario do administrador	1,200	
Salario de nove japonezes	1,620	
Para recolher, despolpar e seccar 60,000 libras de café (50 geiras) e 25,000 libras (25 geiras) a 4 centavos	3,400	
Para descascar, polir e classificar 85,000 libras a 1 centavo por libra	850	
Varios (saccos, fretes, etc.)	500	
		7,570
		14,495

CREDITO.

Pela venda de 85,000 libras de café, a 18 centavos	15,300
Saldo	905

SEXTO ANNO.

Salario do administrador	1,200	
Salario de nove japonezes	1,620	
Para recolher, despolpar e seccar, 75,000 libras de café (50 geiras) e 25,000 libras (25 geiras) a 4 centavos	4,000	
Para descascar, polir e classificar 100,000 libras a 1 centavo	1,000	
Varios (saccos, fretes, etc.)	1,000	
		8,820

CREDITO.

Pela venda de 100,000 libras de café, a 18 centavos	18,000
Saldo	10,085

SETIMO ANNO.

Salario do administrador	$1,200	
Salario de doze japonezes	2,160	
Para recolher, despolpar e seccar 125,000 libras de café a 4 centavos	5,000	
Para descascar, polir e classificar 125,000 libras a 1 centavo	1,250	
Varios (saccos, fretes, etc.)	1,200	
		$10,810

CREDITO.

Pela venda de 125,000 libras de café a 18 centavos	22,500
Saldo a favor do cafezal ao fim dos sete annos	21,775

APPARELHOS ELECTRICOS NA AMERICA LATINA.

Nesta epocha em que se está empregando a electricidade em suas diversas formas, os Estados Unidos não são atrazados, mas vão á frente de todos os outros paizes no que se refere á introducção de suas manufacturas d'aquella classe em todas as partes do mundo. Isto é especialmente verdade no que se refere aos paizes latino-americanos.

Ultimamente, companhias americanas de apparelhos electricos, foram encarregadas da installação d'uma planta n'uma fabrica de papel do Brazil, e um grande equipamento para as fabricas de San Rafael, no Mexico. Vai-se inaugurar, em breve, em San Ildefonso, perto da cidade de Mexico, uma planta construida por fabricantes dos Estados Unidos, com uma capacidade de 1.000 cavallos de força. Além destas plantas, têm-se estabelecido e vão-se estabelecer outras no Mexico.

A cidade de Valparaiso, no Chile, solicitou propostas de varias companhias dos Estados Unidos, para o estabelecimento d'uma planta electrica para luz e força motriz n'aquella cidade. A concessão deste contracto implica a exportação de machinas electricas no valor de $150,000 approximadamente.

BANCO INTERNACIONAL AMERICANO.

O Congresso dos Estados Unidos está actualmente considerando um projecto de lei para o estabelecimento de um Banco Internacional Pan-Americano. Este louvavel plano está sendo advogado com grande empenho pela Associação Nacional de Manufactureiros e conta com grandes probabilidades de ser sanccionado pelas Camaras. Esta empreza foi discutida n'uma reunião da Associação de Manufactureiros, celebrada recentemente em New York, e foi approvada unanimemente por esta corporação.

O banco será administrado sobre as mesmas bases que outros bancos internacionaes, como o "London and River Plate," o "Crédit Lyonnaise," e o "Hong-Kong and Shanghai Bank" de Londres. Os escriptorios principaes serão estabelecidos em New York e Washington com succursaes nas principaes cidades das republicas da America latina.

O capital do banco será de $5,000,000, que, segundo o projecto, deverá ser subscripto em sua totalidade por capitalistas do continente americano.

Em vista do facto de que actualmente não ha nenhum banco americano na America Central, nem na America do Sul, e que os cambios com o estrangeiro só podem effectuar-se por meio das cidades europeas, facil é comprehender quaes sejam as desvantagens do commercio dos Estados com estes paizes.

O seguinte é o relatorio apresentado ao Congresso pela Commissão encarregada do projecto de lei:

Esta Commissão entende que entre os pontos relativos ao desenvolvimento do commercio inter-americano, submettidos á sua consideração, nenhum é de mais importancia fundamental que o do estabelecimento de bancos americanos; e crê que o futuro das relações commerciaes entre a America do Norte, America do Sul e a America Central dependerá tanto do completo e prompto estabelecimento de bancos internacionaes, como do desenvolvimento de qualquer outro elemento. Na opinião desta Commissão a questão do cambio internacional é de tanta importancia como a questão de transporte.

EXPOSIÇÃO PAN-AMERICANA DO NIAGARA.

Em uma reunião dos membros da Commissão Organisadora d Exposição Pan-Americana do Niagara que teve lugar recentemente em New York, se resolveu transferir a celebração dest cuja abertura tinha de ter effeito em "Niagara Falls" no verão d 1899, para quando o estado dos assumptos nacionaes offerecess uma opportunidade mais propicia para a empreza. Já se tem submettido á consideração do Congresso, um projecto de lei approvando a proposição de abrir aquella exposição no verão de 1901.

As razões em virtude das quaes se resolveu pospor a abertura da exposição, estão consignadas extensamente nas resoluções seguintes que foram adoptadas na reunião de New York:

Considerando que o progresso realizado pela Companhia da Exposição Pan-Americana no desenvolvimento dos planos para levar a cabo aquella exposição e o interesse com que os ditos planos têm sido recebidos nos circulos officiaes do Governo dos Estados Unidos, nos convencem de que o projecto receberá, em seu devido tempo, apoio do Governo sufficiente a assegurar o bom exito d'aquella empreza na mais ampla esphera internacional;

Considerando que as questões internacionaes de importancia dominante que envolvem a possibilidade de uma guerra para a nação, e que preoccupam agora a attenção do Congresso, tornam extremamente difficil, si não impossivel, obter do Congresso a verba adequada para servir os propositos da projectada exposição;

Considerando que o tempo que fica para solicitar o concurso dos governos estrangeiros que terão de ser convidados a tomar parte na exposição, tem sido reduzido inevitavelmente a taes termos que as probabilidades de sua participação dentro de tão curto prazo, ficam relegadas a uma possibilidade extremamente remota, não obstante o grande e geral interesse que os representantes d'aquelles governos tem mostrado pelo projecto, quasi desde que este se iniciou;

Considerando que é nosso proposito que o projecto não se leve a cabo de outra sorte que no sentido de uma exposição nacional e internacional, com a promoção e participação, na mais ampla esphera, de todos os governos do Novo Mundo;

Considerando que os representantes, em Washington, de varios governos estrangeiros que serão convidados a participar na empreza, têm indicado que em vista das circumstancias existentes, talvez seria melhor pospor a abertura da exposição até o anno de 1901, anno em que os productos da America do Sul poderiam ser obtidos da exposição que ha de ser celebrada em Pariz no anno de 1900, e exhibidos na do Niagara;

Considerando que é nossa opinião que um projecto, como este de tão grande importancia para todos os paizes interessados não deveria ser desviado ou abandonado;

Resolvie-se, que a celebração da Exposição Pan-Americana seja posposta até o anno de 1901.

SSÃO INGLEZA ESPECIAL PARA A AMERICA DO SUL.

No BOLETIM MENSAL do mez de Fevereio, se fez referencia á missão que, sob os auspicios do Governo inglez, seria enviada a a America do Sul afim de estudar as condições commerciaes diversos paizes, com o objecto de estender o commercio inglez. A Secretaria recebeu recentemente uma communicação do nrado HENRY L. WILSON, Ministro dos Estados Unidos no ile, na qual informa que o Sr. GEORGE WORTHINGTON, mem- da commissão, já tem chegado e está actualmente no Chile. O Ministro WILSON diz que as instrucções de que vai provisto commissario, são muito amplas, e que é encarregado de fazer estudo serio das condições commerciaes do Chile, assim como outros paizes principaes da America do Sul, os costumes e os tos dos habitantes, os preços correntes, as facilidades de trans- te e outros assumptos analogos. Tambem tem instrucções a indicar melhoramentos nos methodos commerciaes da Grão tanha, que julgar convenientes, para augmentar seu commercio n estes paizes. A importancia que se dá a esta missão e a oridade de que está investida, indicam os activos esforços que stão fazendo para desenvolver o commercio inglez na America Sul.

NDUSTRIAS TEXTIS NOS PAIZES HISPANO-AMERICANOS.

As informações que se publicam em seguida, relativas ás indus- s textis na America do Sul e no Mexico, assim como ás portações desta classe nos diversos paizes, foram compiladas a Repartição do Commercio Estrangeiro, da Secretaria de ado, ao pedido de um periodico commercial de Charlotte, C. Um numero da compilação de dita informação foi remet- a esta Secretaria.

MEXICO.

Segundo "Les Finances des États-Unis Mexicains," por PROS- GLONER, Berlim, 1896, existiam no Mexico ao tempo da com-

pilação destas estatisticas, 98 fabricas de tecidos de algodão e 23 fabricas de lã. As fabricas e machinas eram no valor de $17,392.736, na moeda mexicana. Eram empregados 21,963 trabalhadores, e estavam funccionando 370,570 fusos e 12,454 teares. A producção annual era de 3,890,300 peças de algodão branco commum; 2,077,825 peças de percal, musselina, etc.; 188,500 cobertores e 322,975 tapetes, etc. Ha uma grande fabrica de juta em Orizaba.

As importações no Mexico em 1896 foram as seguintes: Da Grão Bretanha, £814,397; da Allemanha, $951,524; da França, $1,610,600; da Belgica, $14,282; dos Estados Unidos, $814,094.

COLOMBIA.

No DIRECTORIO COMMERCIAL publicado pela Secretaria das Republicas Americanas se consigna que em Cauca se fabricam pannos de lã e de algodão communs. Em Cundinamarca, Boyaca, Antioquia e Bolivar, se fabricam alguns generos desta classe. Em Santander se fabricam em grande escala, lenços, cobertores de algodão, toalhas, redes, saccos de canhamo, etc.

As importações de telas em 1896 foram: Da Grão Bretanha, £1,041,838; da França, $1,439,000; dos Estados Unidos, $169,941. Não ha estatistica do commercio com a Allemanha e a Belgica.

VENEZUELA.

As importações de tecidos em Venezuela em 1896, foram as seguintes: Da Grão Bretanha, £654,967; da Allemanha, $487,662; da França, $85,499; dos Estados Unidos, $702,541. Não ha estatistica da fabricação local.

BRAZIL.

Segundo um relatorio do Ministro THOMPSON, publicado nas "Commercial Relations" de 1895–96, ha numerosas fabricas de algodão no paiz que produzem generos de qualidade inferior. Ha varias fabricas em Petropolis. A fabrica de Cachoeira em Alagoas, que está em operação ha tres annos, pagou o primeiro anno um dividendo de 48 por cento; de 50 por cento o segundo e de 40 por cento o terceiro. Emprega 480 operarios e produz o anno passado 122,783 peças de pannos de algodão. As machinas custaram 364,445 milreis; os edificios da fabrica, 192,000 milreis;

para os operarios, 51,000 milreis, e varias outras dependen-
378 milreis. A industria está protegida por um direito
ortação sobre o algodão em rama, e excessivos direitos de
ção sobre os tecidos de algodão.

guintes algarismos, relativos á importação de tecidos, estão
; do DIRECTORIO COMMERCIAL já mencionado, e da
:a official da Allemanha:

Bretanha	$20, [illegible], 210
os Unidos	1, [illegible], 248
	3, 103, 171
anha	5, 150, 600

URUGUAY.

nportações de tecidos no Uruguay, em 1896, foram as
:s:

Bretanha	£814, 853
anha	$870, 128
	$432, 200
a	$59, 863
os Unidos	$179, 856

ha estatistica das fabricas locaes.

REPUBLICA ARGENTINA.

um relatorio de Buenos Aires, publicado nos "Consular
" do mez de Abril de 1896, diz o Consul que as industrias
penas têm sido estabelecidas no paiz. Ha uma grande
de tecidos de lã em Buenos Aires, na qual se fabricam
es, flanelas, e panno para roupa militar. Ha varios esta-
entos para a fabricação de obras de meia. A média da
ção annual de tecidos de lã, de algodão e de linho, é de
),000.

relatorio do Ministro BUCHANAN (Consular Reports, Abril
7), contem as seguintes quantidades representativas da
ção de tecidos (em kilos) em 1896, com os algarismos
tativos de seu valor:

	Kilos.	Valor.
nidos	616, 724	$316, 896
	12, 644, 750	£3, 016, 290
a	1, 635, 240	$2, 998, 602
	1, 263, 390	$3, 352, 796
	1, 113, 430	$970, 790
	1, 991, 888	.....

Os valores estão tomados das estatisticas officiaes dos diversos paizes, com excepção da Italia, cujos algarismos de valores não se têm podido obter.

PARAGUAY.

As importações em 1896, foram: Da Grão Bretanha, £3,481; da Allemanha, $22,610; nada dos Estados Unidos, nem da França.

CHILE.

Os tecidos recebidos da Inglaterra em 1895, foram avaliados em cerca de £700,000; os dos Estados Unidos, em $682,542; os da Allemanha, em $2,832,200; os da Belgica (1896) em $150,400; os da França (1896) em $1,216,200. Não ha estatistica da fabricação local.

BOLIVIA.

Segundo o DIRECTORIO COMMERCIAL já mencionado, o valor da importação de tecidos pela alfandega de La Paz, em 1895, foi de $218,381; a importação de tecidos por Mollendo, Peru, ascendeu a 376,977 kilogrammas; a importação por Antofagasta, Chile, foi de 2,820,713 kilos, e por Tupiza, $5,440. Não ha estatistica da producção local. A importação de tecidos de algodão procedentes dos Estados Unidos, foi de $2,000 em 1896. A importação de tecidos da Allemanha foi avaliada, no mesmo anno, em $187,733. A importação procedente da Grão Bretanha, Belgica e França, não se encontra nas estatisticas officiaes daquelles paizes.

PERU.

Um relatorio consular da Belgica diz que ha duas fabricas de tecidos de algodão no Peru. A companhia denominada "Cotton Mfg. Co., Limited," em Vitarte, tem um capital de £130,000 e foi fundada em 1847; fabrica tecidos crús, e sua producção é de 2,500,000 metros annualmente. A outra fabrica denominada Fabrica de Tecidos de Algodão está em Ica. O capital é de £10,000 e se dedica tambem á fabricação de tecidos crús. Ha tres fabricas de tecidos de lã: a Santa Catalina, em Lima; a Lucre, em Cuzco, e a Urcon, no districto de Ancacho.

As importações de tecidos em 1896 foram: da Grão Bretanha, £687,354; da Allemanha, $994,462; da Belgica, $14,382; da França, $63,400; dos Estados Unidos, $141,861.

EQUADOR.

Os tecidos de algodão, diz o DIRECTORIO COMMERCIAL, se fabricam em casas particulares e em pequenas fabricas. Ha uma pequena fabrica de tecidos de lã em Chillo.

As importações de tecidos em 1896, foram: Da Grão Bretanha, £284,684; da Allemanha, $235,858; da França, $7,070; dos Estados Unidos, $53,000.

COMMERCIO MISCELLANEO.

REPUBLICA ARGENTINA.

Construcção de Estradas de Ferro. De estatisticas officiaes sabe-se que no anno de 1897 foram abertas ao trafico na Republica Argentina, 588 milhas de estradas de ferro contra 70 milhas em 1896, e 304 em 1895. Das linhas terminadas em 1897, só quarenta e cinco foram de bitola estreita. O centro de actividade para a construcção de estradas de ferro durante o anno foi quasi exclusivamente nas provincias do Sul. Na cidade de Buenos Ayres estão actualmente funccionando 240 milhas de tramvias.

A Industria do Quebracho. Os cortidores dos Estados Unidos não têm apreciado o valor do quebracho tanto quanto na Europa, onde o emprega regularmente grande numero de cortidores. O quebracho cresce na maior abundancia na Republica Argentina, e tambem se encontram grandes quantidades no Paraguay. Sua importancia, como artigo de exportação, augmenta de anno em anno, porque os cortidores começam a reconhecer seu valor como ingrediente para mistural-o com outras soluções de cortir. Suas propriedades cortidoras, comparadas com as do carvalho são as seguintes: quebracho, 12 por cento; casca de carvalho, 10 por cento. Os principaes gastos que se incorrem para obter esta madeira são os de córte e transporte ao ponto de embarque. Por ser uma das mais duras madeiras que se conhecem, necessitam-se para cortal-a instrumentos de qualidade especial. Quando se usa esta madeira para cortir, corta-se em troncos de cinco ou seis pés de comprimento, que logo se dividem com uma serra circular em pedaços de tres pollegadas de espessura. Estas secções se collocam n'uma machina provida de uma chapa de aço que tem um grande numero de dentes e que gyra com grande rapidez, convertendo o quebracho n'uma especie de serradura grossa, que é a forma em que se usa para cortir.

BRAZIL.

Diminuição nos Preços de Fre e sobre Farinha de Trigo.

O Minstro CONGER, n'uma carta escrita em Petropolis em data de 28 de Janeiro de 1898, communica á Secretaria de Estado que por um decreto recente a discriminação de fretes contra a farinha dos Estados Unidos foi abolida. A diminuição é tamben extensiva aos artigos de primeira necessidade taes como arroz, feijão, farinha de milho, legumes frescos, toucinho, raizes comestiveis, assucar sem refinar e sal de qualidade ordinaria. Segundo o decreto as taxas de frete na Estrada de Ferro Central são as seguintes: até 100 kilometros, 90 reis por kilogramma; de 101 a 300 kilometros, 60 reis por kilogramma; de 301 para cima, 40 reis por kilogramma.

CHILE.

Fabricação de Tecidos.

O Presidente da Republica promulgou, em data de 3 de Janeiro de 1898, uma lei que foi votada recentemente pelo Congresso, na qual se dispõe que a filaça de algodão, e as machinas e ferramentas necessarias para a fabricação de tecidos, sejam admittidas livres de direitos. Esta lei, que tem por objecto o desenvolvimento da industria da fabricação de tecidos no Chile, vigorará até o anno de 1920.

Exportação de Carvão de Pedra e Coke Americano.

O periodico "Manufacturer," publicado em Philadelphia, no seu numero de 5 de Março de 1898, diz que sahiu recentemente de Baltimore com destino a Coquimbo, um navio de vela de aço levando uma carga de carvão de pedra e coke. O coke será empregado nos fornos para a fundição de cobre e prata que estão situados na vizinhança de Coquimbo. Diz-se que este é o primeiro embarque desta natureza que tem sahido de Baltimore para um porto Chileno. Os depositos de carvão no sul do Chile são muito extensos e têm sido explorados em larga escala por muitos annos mas não obstante isto, os principaes fornecimentos de carvão são levados á Inglaterra e Australia como lastro para navios que buscam cargas de retorno. O carvão chileno é betuminoso e bem adaptado para uso nos navios de alto mar, estradas de ferro, fabricas, e mesmo na manufactura de gaz. Um obstaculo serio que se encontrou na sua exploração foi a falta de trabalhadores. Numerosas experiencias foram feitas na introducção de mineiros europeos para trabalhar nas minas, mas não tiveram bom exito pois acharam-se mais caros os trabalhadores estrangeiros do que os nacionaes.

Desenvolvimento do Territorio de Magalhães.

Segundo um relatorio feito pelo Sr. GUERRERO BARAN, que foi enviado pelo Governo do Chile para estudar as condições commerciaes que existem no territorio de Magalhães, sabe-se que tem havido grande desenvolvimento n'aquella parte remota da Republica. O desenvolvimento de seu commercio começou em 1877, anno em que foram introduzidos 500 carneiros das Ilhas de Falkland. O Sr. BACUÑAN dá a seguinte relação do numero de gado e obras de melhoramento que actualmente existem no paiz: Gado, $615,360; cavallos, $366,520; carneiros, $4,557,830; cercas de arame, $777,374; edificios, $1,250,458; e estabelecimentos industriaes

3,000. A exportação de lã em 1896, montou a 3,205,663 libras. No no anno, foram exportados 70,000 carneiros gelados, e diz-se com boa ridade que esta industria promette um desenvolvimento muito importante :rativo.

COSTA RICA.

Notas Industriaes.

A linha de vapores de Costa Rica que faz o trafico entre New Orleans e Limón, tem sido augmentada com quisição de dous grandes vapores novos, o *Alps* e o *Andes*. Levam a leira ingleza e farão viagens semanaes sahindo de New Orleans e Limón, ectivamente, as sextas-feiras.

m Londres se organisou, com um capital de £130,000 "The Costa Rica Elec- Light and Power Company," e o "New York Journal of Commerce" de 4 \bril diz que as noticias recebidas indicam que em dita Republica se esta- cerá um serviço electrico em todos seus ramos. A companhia propõe-se :truir varias tramvias electricas e installar officinas de illuminação e de :ncia electrica. Na actualidade não ha outros dados referentes á dita socie- e, pois apenas se inaugurou no dia 10 do mez anterior. Crê-se que por ivo da proximidade de Costa Rica aos Estados Unidos, a maior parte do erial que a companhia necessite, será comprada neste paiz. Outra vantagem favorece aos fabricantes americanos de machinas e materiaes electricos é a ta do preço, a excellente qualidade e a fama destes productos. Já hã esta- :cidas em Costa Rica tres companhias electricas das quaes a principal tem-se lo á "Costa Rica Electric Light and Power Company."

egundo as informações que publica o "London Financial News" da Ingla- a, os fundos necessarios para attender ao serviço da dita divida exterior de :ta Rica estavam promptos em Londres desde o mez de Fevereiro ultimo, lo-se verificado com toda pontualidade, no dia primeiro de Abril, o paga- ito dos juros vencidos.

GUATEMALA.

Colheita de Café.

Em um relatorio em data de 5 de Março de 1898, o Consul Geral BEAUPRÉ dá informação do restabeleci- nto da industria e do commercio de Guatemala. A colheita de café será ito maior dò que se esperava, e o preço deste producto vae augmentando. média das exportações até esta data é consideravelmente maior que a do :mo periodo do anno passado. A importancia da colheita de café e o ;mento no preço deste artigo, influem favoravelmente sobre a situação finan- :a da Republica.

MEXICO.

auguração d'uma Nova Estrada de Ferro.

O Sr. CHARLES W. KINDRICK, Consul dos Estados Unidos em Ciudad Juarez, communica á Secretaria de Estado, em a de 25 de Janeiro de 1898, a inauguração official da estrada de ferro de Rio ande, Sierra Madre e do Pacifico. O comprimento actual da linha é de 150

milhas da cidade de Juarez a Casas Grandes, no Estado de Chihuahua. Segundo o projecto, esta estrada de ferro será estendida a um ponto do Golfo de California, no Estado de Sonora. Esta empreza foi iniciada, ha alguns annos, por capitalistas dos Estados Unidos, que são os maiores accionistas. Esta estrada de ferro abre ao trafico uma secção—até agora quasi inacessivel—abundante em mineraes e em outras fontes de riquezas. Segundo o Consul KINDRICK, a exploração das madeiras das montanhas da Sierra Madre, está no seu começo e actualmente só basta o consumo local, mas é susceptivel d'um grande desenvolvimento. O districto que esta linha atravessa, produz annualmente cerca de 100,000 abeças de gado.

Depositos de Estanho. Um correspondente da publicação "Resources in Modern Countries," escrevendo do Mexico, dá a informação de que ha em varias partes da Republica extensos depositos de estanho, principalmente do gráo de Cornwall. Encontram-se estes depositos nos Estados de Guanajuato, San Luis Potosi, e Sonora. No Estado de San Luis Potosi, as rochas de granito, no cume da Serra de la Estañera, no districto mineiro de Comauja, contem estanho em abundancia. O minerio é rico, dando, segundo o correspondente, de 70 a 75 por cento de metal. No Estado de Durango, tambem se encontra este metal em grandes quantidades, e si fôr bem lavrado não deixará de dar grande proveito. Os minerios dão 35 a 75 por cento de metal principalmente na forma de oxydos.

Sala para Amostras de Productos. O Sr. MAGILL, Consul dos Estados Unidos, informa á Secretaria de Estado, em data de 20 de Janeiro de 1898, que ha uma sala no consulado de Tampico que poderia destinar-se á exposição das mercadorias dos Estados Unidos que se podem vender nos mercados do Mexico, taes como alimentos cereaes, sabão, cutelaria, papel de escrever e outros artigos de facil venda. "Si os fabricantes quizessem aproveitar-se disto," diz o Sr. MAGILL, "eu convidaria os commerciantes locaes para que examinassem os artigos e trataria de expor pessoalmente as boas qualidades destes artigos tanto quanto pudesse. Os gastos de frete ou de entrega devem ser pagos antecipadamente." A Secretaria de Estado approvou a suggestão do Consul MAGILL e autorisou a levar a cabo o projecto em tudo quanto fôr praticavel, ficando entendido que todos os gastos deverão ser pagos pelas firmas que remettem as suas amostras e que o consulado não deverá incorrer em gasto algum a este respeito. Em vista do projecto da Associação Nacional de Manufactureiros de estabelecer no Mexico e em outros paizes, armazens permanentes para a exposição de manufacturas e productos americanos, o plano indicado pelo Consul MAGILL parece recommendar-se á consideração dos homens de negocios dos Estados Unidos, como passo preliminar e de introducção aos trabalhos da Associação.

Commercio em Mogno. Um correspondente do "Furniture Worker," periodico publicado em Cincinnati e Chicago, diz que como resultado da procura de mobilia mais rica do que a que tem prevalecido por muitos annos o mercado de mogno tem augmentado proporcionadamente. Um mogno de excellente qualidade vem do Mexico, Laguno e Tabasco. As florestas nestes lugares são muito densas e o mogno abunda n'ellas. A madeira que vem

ico é susceptivel de grande lustre e della se fabricam os moveis mais elegantes ıercado. Antes da revolta em Cuba, o mogno rijo, tal como o que se usa para nbaladeiras para as cadeiras de balanço, vinha daquella ilha; mas agora se ɔe uma classe de mogno de Santa Ana (Mexico) que substitue bem ao de a. Actualmente ha grande procura desta madeira nos mercados de Londres, nde-se a preços muito altos. Desde Junho de 1896, tem-se recebido 2,412 s de Honduras; 200 de Nicaragua; 492 de Tabasco; 852 da Africa e 869 Cuba.

PARAGUAY.

ɔura de Machinas de Descortiçar.

O consul de Inglaterra em Assumpção, Paraguay, em um relatorio recente dirigido á Secretaria das Relações ɛriores, chama a attenção para a procura neste paiz de machinas de descor-ɾ. Ha no Paraguay grande variedade de plantas textis que só exigem uma ıaração apropriada para converterem-se em artigos de commercio. A *carata*, que é especie do abacaxi, é uma destas plantas; dá em abundancia, mas almente, é pouco utilisada. Tambem a industria do ramie é pouco desenida. O cultivo desta planta, ainda que tenha bom exito no Paraguay, foi ıdonado por falta de machinas.

PERU.

roductos dos Estados Unidos.

O Consul DICKEY escreve de Callão, em data de 12 de Janeiro de 1898, que os principaes artigos dos Estados dos que se importam no Peru, são petroleo refinado, madeiras de construc- dormentes de estrada de ferro, machinas (para agricultura e para minas), lubricante, banha, agua de Florida, tintas, cordas, terebinthina, obras de ·o, resina, graxa, ferramentas, machinas de coser, e algumas bicyclettas. A leira de pinho e os dormentes de estrada de ferro são os principaes artigos ɛxportaçao da costa occidental, mas o consul menciona tambem um grande ɡamento de trigo que chegou de San Francisco, em Outubro de 1897, e que ntou a 125,358 alqueires. Diz que este é o unico cargamento de trigo dos ados Unidos que se tem importado no Peru durante os quatro ultimos annos; ile faz a maior parte desta importação no Peru. O total das importações de ɡo do Chile no Peru durante o anno de 1897, montou a 22,613,723 kilo-ɯmas. Na opinião do consul, o primeiro que devem fazer os Estados Unidos ·a conseguir o commercio do Peru e dos outros paizes da costa do Pacifico, America Central e do Sul, é estabelecer uma linha de vapores rapidos, desde ı Francisco.

URUGUAY.

ɔndições Commerciaes.

O Sr. SWALM, Consul dos Estados Unidos, n'uma carta escrita em Montevidéo a 4 de Fevereiro de 1898, diz que ɛalcula a tosquia de lã no Uruguay, para a actual estação, em 90,000 fardos, quaes 70,000 foram exportados em quasi sua totalidade para mercados ɔpeos; 10,000 fardos ainda estão em deposito, e o resto que consiste em

10,000 fardos ainda não se collocou no mercado. O numero de gado m até 3 de Fevereiro foi o seguinte:

Numero matado até 3 de Fevereiro..... 1
Numero no mesmo periodo de 1897,..... 1
Numero no mesmo periodo de 1896..... 1

O Sr. SWALM diz que a colheita de trigo é a melhor que houve por 1 annos e agora se começa exportar este producto para os mercados contine

Abrogação da Taxa Addicional da Alfandega.

A lei de 11 de Janeiro de 1896, estabeleceu no Ur para um periodo de dous annos certas novas taxas, velmente um direito addicional de 2½ por cento sobre todas as merca importadas na Republica. O dito direito foi abrogado a 11 de Janeiro de por ter terminado o prazo especificado.

PRODUCÇÃO DE VINHO DAS REPUBLICAS AMERICANA

Extrahimos a seguinte tabella da producção de vinho nos differentes do Continente Americano, de um relatorio sobre a producção universal de em 1896 e 1897, o qual foi publicado recentemente em um numero do " teur Vinicole":

	Galões.	
	1897.	189
Estados Unidos	25, 234, 000	14, 9
Mexico	1, 320, 000	1, 5
Republica Argentina	31, 680, 000	34, 9
Chile	61, 600, 000	37, 4
Brazil	8, 580, 000	10, 4

BULLETIN MENSUEL

DU

BUREAU DES RÉPUBLIQUES AMÉRICAINES,

UNION INTERNATIONALE DES RÉPUBLIQUES AMÉRICAINES.

VOL. V. AVRIL 1898. No. 10

RELATIONS COMMERCIALES EN AMÉRIQUE.*

RESSOURCES INTERNES DES INDES OCCIDENTALES.

Dans le BULLETIN MENSUEL pour le mois d'octobre, on a déjà parlé des conditions favorables qu'offrent les Indes Occidentales au commerce des Etats-Unis, leur position géographique rendant faciles les communications entre les ports nord-américains et le grand archipel qui s'étend de la Floride, presqu'à la côte du Venezuela. La superficie de toutes ces îles est d'environ 92,270 milles carrés et leur population est estimée à 5,000,000 environ.

Le sucre est la production principale des Indes Occidentales, viennent ensuite, d'après leur importance, le tabac et le café, et on peut dire, qu'au point de vue commercial, il y a seulement quelques années qu'il existe des produits d'une autre classe auxquels on a consacré une attention considérable. Tels sont: le cacao, le bois, le rhum, la mélasse, les fibres végétales, les éponges, l'écaille de tortue, le sel, les cuirs, et les fruits tropicaux.

Les Indes Occidentales constituent, comme on le sait bien, une région agricole, par excellence, bien que leurs ressources industrielles soient plus que limitées. Elles exportent principale-

*Le premier article de cette série, traité par le Directeur, feu JOSEPH P. SMITH, a été publié dans le BULLETIN MENSUEL pour le mois de juillet 1897. La série sera continuée par différents collaborateurs sur les bases établies par M. SMITH.

ment les produits du sol, qui, d'une fertilité plus ou moins grande dans toutes les parties de l'île, est d'une fertilité remarquable dans quelques-unes, telles que dans les îles de Cuba, de Porto Rico, de la Jamaïque et d'Haïti. La richesse extraordinaire de la Grande Antille Espagnole est proverbiale, car on y cultive tous les produits de l'Amérique inter-tropicale, et surtout le tabac qui est une véritable spécialité. Tous les efforts faits dans les autres pays n'ont pas réussi à y élever le magnifique tabac de Vuelta Abajo, production de cette île privilégiée. Le café de Porto Rico jouit d'une grande renommée, de même que celui d'Haïti. L'île de la Trinité produit un excellent cacao.

Le commerce des Indes Occidentales avec les Etats-Unis est déjà considérable, et il est à espérer qu'il augmentera davantage dans l'avenir. Si nous jetons un coup d'œil sur les tableaux ci-joints, compilés des statistiques du Trésor des Etats-Unis, nous y verrons le montant réalisé du commerce entre les Etats-Unis et les Indes Occidentales pendant l'année fiscale 1896–97.

Importations.

Les Antilles :	
Anglaises	$12,285,885
Danoises	367,289
Hollandaises	96,343
Françaises	9,944
Haïti	1,460,220
Saint-Domingue	2,369,424
Antilles Espagnoles :	
Cuba	18,406,815
Porto Rico	2,181,024

Exportations.

Les Antilles :	
Anglaises	$7,808,493
Danoises	519,448
Hollandaises	649,971
Françaises	1,665,461
Haïti	3,554,433
Saint-Domingue	1,045,057
Les Antilles Espagnoles :	
Cuba	7,599,757
Porto Rico	1,964,850

Les Antilles anglaises font un commerce considérable avec les Etats-Unis, où elles expédient la majeure partie de leurs productions et d'où elles reçoivent presque tout ce qui leur est nécessaire. Au sujet des conditions commerciales à la Jamaïque, M. Eckford, le consul des Etats-Unis à Kingston, dit dans une commu-

ation publiée dans les "Relations Commerciales" des Etats-
ıis pour 1895 et 1896:

'En réponse à la circulaire du Département du 8 juillet 1896,
l'honneur de faire connaître que pendant les dernières années
'a eu une augmentation constante dans les importations prove-
ıt des Etats-Unis pour cette île qui, selon toutes les apparences,
léveloppera davantage.

'L'augmentation des moyens de transport entre les Etats-Unis
la Jamaïque et par conséquent la réduction des prix du fret, les
ɔrts des manufacturiers, des exportateurs et autres, pour mettre
marchandises à la portée des habitants des Indes Occidentales
r voie d'annonces, par l'envoi d'agents compétents et énergiques,
par d'autres moyens, ont tous contribués à l'augmentation du
mmerce, et il y a tout lieu à espérer que l'entreprise et l'énergie
s commerçants américains, qui, on peut le dire, commencent
ılement à voir qu'ils peuvent y trouver un bon débouché pour
ırs produits, aura pour résultat une augmentation plus consi-
rable des rapports commerciaux."

En général, les moyens de communications à l'intérieur dans les
ſérentes Antilles suffisent aux exigences du commerce. A
ıba, les principaux centres de population sont reliés par des
emins de fer. A la Jamaïque, il y a aussi quelques milles de
emins de fer, de même que dans les îles de la Trinité, de la Bar-
de, de Porto Rico et de la République Dominicaine; mais la
us grande partie du commerce se fait par voie maritime, bien
l'il existe de bonnes routes carrossables dans quelques-unes des
s.

Les Indes Occidentales possèdent de nombreux et excellents
rts, dont quelques-uns figurent parmi les meilleurs du monde.
's communications entre ces ports et ceux des Etats-Unis sont
ınes et fréquentes. Au sujet de la Jamaïque, le Consul Eck-
ɪd dit, dans de rapport déjà mentionné:

'La jamaïque possède 42 ports maritimes ouverts au commerce
ınger, dont les principaux sont: Kingston, Port Antonio, Mon-
o Bay, Black River, Savana la Mar, St. Anns Bay, Falmouth,
lk River, Lucea, Morrant Bay, Annotto Bay, et Port Maria.
ndant l'année 1,168 navires sont sortis des ports de cette île,
t une augmentation de 32 sur l'année précédente; sur ce nom-
: il y avait 698 navires à vapeur et 470 voiliers. Sur le nombre

total, il y avait 162 navires américains, dont 82 vapeurs et 80 voiliers, jaugeant 75,052 tonneaux, soit une augmentation de 35,711 tonnes sur l'année précédente. Les facilités de communitions entre les Etats-Unis et les îles sont excellentes. La Compagnie "l'Atlas" fait le service hebdomadaire aller et retour de New York à Kingston. Cette compagnie a sur cette ligne environ 8 navires.

La ligne anglaise "Kerr" possède un certain nombre de navires servant d'une manière toute spéciale au commerce des fruits, et faisant le service entre les différents ports de l'île et New York. La "Boston Fruit Company" (américaine) possède et a affrété 12 navires, jaugeant de 381 à 1,440 tonneaux, servant au transport des fruits et des voyageurs, et faisant le service entre les ports d'Antonio (station principale), de Kingston, d'Annotto Bay, de Buff Bay, de Hope Bay, de Port Morant, et autres ports, et ceux de New York, Philadelphie, Boston et Baltimore. La Compagnie "West Indian and Pacific" fait un service bimensuel de la ville de Kingston à la Nouvelle Orléans, en passant par les ports mexicains. "L'Independent Line" a inauguré dernièrement un service, aller et retour, entre New York et Kingston. Ces navires servent principalement au commerce des fruits. Un nombre de navires marchands font le service entre les différents ports de l'île et les ports des Etats-Unis.

Les principaux ports de l'Ile de Cuba entretiennent des communications avec les Etats-Unis au moyen de bateaux à vapeur, et les lignes de navigation suivantes méritent d'être mentionnées: La New York and Cuba Mail Steamship Company, la Munson Steamship Line et la Compañía Transatlántica Española.

Des navires à vapeur et à voiles entretiennent de bonnes communications entre St. Dominigue, Haïti et les Etats-Unis. On peut en dire autant des Antilles françaises, hollandaises et danoises. Comme on pouvait s'y attendre, en vue de la situation géographique des Antilles par rapport aux Etats-Unis, les transactions commerciales entre ce pays et ces îles sont d'une importance considérable et tendent à un développement rapide. Le commerce des Etats-Unis avec les colonies espagnoles de Cuba et de Porto Rico est très grand, surtout avec Cuba. Pour cette dernière seule, le commerce est de 90 pour cent des transactions totales

Selon le "Statesman's Year Book" pour 1897, presque tout le

ıbac et la moitié des cigares exportés de l'île de Cuba sont expéiés aux Etats-Unis. La même autorité affirme que, sur un total e 832,431 tonnes de sucre exportées de l'île en 1895, les Etats-Jnis en ont reçu 769,962 tonnes. Le commerce des Etats-Unis vec les Antilles anglaises est considérable, puisque, comme il a éjà été dit, la plus grande partie des productions de ce dernier ays vient aux marchés américains, où les îles procurent aussi ce ont elles ont besoin. La Jamaïque qui vient en premier lieu par ıpport à la grandeur, à la richesse et à la population, importe des :tats-Unis une quantité considérable d'articles fabriqués, s'élevant n 1896 à 33.9 pour cent des importations totales d'articles fabriqués.)uant aux denrées alimentaires importées dans l'île, la plus grande ıartie provient des Etats-Unis, car, selon le Consul ECKFORD (voir 'Relations Commerciales des Etats-Unis" pour 1895–96, p. 519), ıur la somme de $3,870,716.80 que ces importations représentaient pendant l'année fiscale de 1895–96, $2,429,294.91 provenaient de ce pays.

Le commerce des Etats-Unis avec les Indes Occidentales françaises, bien qu'il soit considérable, n'a pas encore atteint son entier développement, et à ce sujet il est à propos de rappeler ce qu'a dit M. TUCKER, consul américain, dans un rapport daté de St. Pierre, Martinique, le 8 octobre 1896, publié dans les "Relations Commerciales des Etats-Unis" pour 1895 et 1896. Le Consul dit que, "Dans une conversation récente avec le maire de St. Pierre, il se plaignit de l'impossibilité d'obtenir des informations authentiques des catalogues publiés en anglais, puisque il n'y a personne au service de la municipalité qui parle l'anglais. Il fit allusion surtout au catalogue des pompes à incendie mûes par la vapeur, puisque la ville désirait en acheter une, et il dit ıussi qu'il serait content d'obtenir un catalogue, avec une liste des ›rix (en français) de toutes sortes de papeterie, mais que l'envoi les Etats-Unis, de catalogues publiés en anglais, comme on le ait constamment, est une dépense inutile de timbres et de bon natériel.

"Il serait à propos de suggérer aux fabricants et aux commerants des Etats-Unis, l'utilité de l'envoi dans cette île de catalogues t de prix courants publiés en français, afin d'introduire leurs narchandises et de les faire apprécier plus qu'elles ne le sont ujourd'hui. Pour faciliter davantage l'importation de marchan-

dises américaines, j'engagerai," continue-t-il, "les maisons commerciales aux Etats-Unis à choisir, pour commis voyageurs, des hommes habiles ayant des connaissances suffisantes dans les langues et les affaires pour visiter ce pays et les autres pays français; autrement, leurs voyages sont généralement stériles comme résultats. Quand on considère les efforts que font les autres pays et nations, surtout l'Empire d'Allemagne, pour préparer leurs jeunes gens à ce travail important et le succès qui en résulte, je ne puis me lasser de faire tous mes efforts pour attirer l'attention de mes compatriotes sur ce point, à cette époque de concurrence et d'efforts continuels pour l'amélioration des moyens nécessaires à l'acquisition d'une clientèle en pays étrangers. J'ai connu des commis voyageurs des Etats-Unis qui ne savaient pas un mot de français; par conséquent, ils ne pouvaient rien faire, tandis que d'autres, versés dans la langue et bien au courant de leur travail, ont obtenu un succès considérable en faveur des maisons qu'ils représentaient."

Les Antilles danoises et hollandaises sont les plus petites de toutes, et leur commerce, naturellement, est proportionné à leur grandeur. Le commerce qu'elles font avec les Etats-Unis est toutefois d'une importance considérable. En parlant des importations et exportations de St. Thomas, le Consul STEWART dans un rapport daté du 5 septembre, publié dans les "Relations Commerciales des Etats-Unis" pour 1895 et 1896, s'exprime de la manière suivante:

"Il y a eu une diminution dans les importations provenant de l'Angleterre, de la France et de l'Allemagne pendant l'année fiscale finissant le 30 juin 1896, tandis que du côté des Etats-Unis il y a eu une augmentation de plus de $40,000, comme on peut le voir dans le tableau ci-joint, qui est authentique, les données ayant été obtenues ici de la Douane et du secrétaire du gouvernement.

"Les exportations sont estimées à $60,000 environ, dont $37,9[illegible] pour les Etats-Unis."

La colonie hollandaise de Curaçao fait, en proportion de [illegible] grandeur, un commerce considérable avec les Etats-Unis; mais est évident qu'on peut faire beaucoup pour l'augmenter, et à [illegible] propos, M. JERVIS SPENCER, le consul américain, dans un rapport publié dans les "Relations Commerciales des Etats-Unis" pour l'année 1895–96, dit:

"Si l'on pouvait voir et examiner des échantillons d'articles [illegible]

ıués aux Etats-Unis avec la liste des prix, et si on les comparait ɔrablement à ceux de manufacture européenne, sûrement nos duits auraient la préférence, et le développement de notre com-ɾce s'en suivrait. Je conseillerai d'organiser dans un bâtiment, : exposition d'échantillons, afin que les manufacturiers puissent .dre, sans grands frais, aux négociants.

ɹe Consul SPENCER, de même que d'autres agents consulaires, .seille l'envoi de commis voyageurs possédant les connaissances la langue, des goûts et des habitudes du pays.

Ɛn considérant le développement que le commerce des Etats-ıis avec les Antilles peut atteindre, la première pensée qui se sente à l'esprit est la proximité de ces îles. Les montagnes Cuba sont presque visibles de la Floride. La distance de w York à Kingston, Jamaïque, est de 1,820 milles et celle New York à Haïti est bien plus courte.

Comme les Antilles se trouvent dans la route suivie par les ɔeurs et les voiliers employés dans le commerce entre les Etats-ıis et la côte Est de l'Amérique du Centre et du Sud, il est cer-n, qu'à mesure que les relations commerciales des trois sections ce continent se développent, le trafic entre les îles de la Mer s Caraïbes et les marchés du Nord doit nécessairement prendre s proportions plus considérables. Les fabriques américaines uvent fournir à tout l'archipel, les marchandises dont les habi-ıts ont besoin, et la concurrence de l'Europe deviendra impos-ɔle le jour où les commerçants des Etats-Unis, se conformant x exigences des marchés des Antilles, adopteront les procédés mmerciaux suivis par les pays européens, surtout par l'Alle-ıgne, et qui consistent, par-dessus tout, dans l'étude, par l'inter-ɛdiaire d'agents actifs et de bonne éducation, des habitudes, des ıtumes, et même des goûts particuliers des peuples avec lesquels font le commerce.

La reconstruction de la marine marchande des Etats-Unis est ɛ nécessité absolue, en vue des exigences du commerce étranger. ı'y a aucune raison pour que les armateurs de l'Amérique ne ssent pas concourir avec ceux de l'Europe dans l'industrie du ısport maritime, plus spécialement par rapport aux contrées de ɔontinent, car c'est un fait certain et étonnant que la plupart marchandises introduites dans les ports de l'Amérique latine, apportée par des navires européens. Les chantiers de cons-

truction navales des Etats-Unis construisent des navires aus beaux que les navires anglais, et c'est un fait reconnu que dans l passé, la marine marchande des Etats-Unis a surpassé celle d l'Angleterre. Ceux qui aspirent à voir dominer les Etats-Uni sans aucune concurrence possible, doivent diriger tous leurs effort vers le rétablissement de la marine marchande sur la même bas qu'autrefois.

A mesure que la marine marchande des Etats-Unis atteindra les hauteurs où elle doit nécessairement arriver, l'augmentation du commerce de ce pays avec le reste de l'Amérique deviendra plus facile. C'est un fait bien reconnu par toutes les grandes puissances du monde que rien n'est si favorable au commerce d'un pays que le pouvoir d'expédier ses marchandises à l'étranger sous l'égide de son propre pavillon, et c'est sans doute à ce fait que l'Angleterre doit, en grande partie, la position éminente qu'elle a occupée si longtemps parmi les autres nations commerciales. On connait très bien tous les efforts que la France et l'Allemagne ont faits et font encore tous les jours pour le progrès de leurs intérêts maritimes. Les Etats-Unis comprennent parfaitement qu'il est de première importance que le commerce américain puisse disposer de meilleurs moyens de transport, afin que les exportateurs de ce pays cessent de payer un tribut aux lignes de navigation étrangères. Il est tout naturel que les Etats-Unis, étant la première nation industrielle du monde et ayant sur les deux océans des ports nombreux et excellents, soient en possession d'une marine marchande proportionnée aux exigences de leur commerce, ce qui ne tardera pas à devenir un fait accompli. On a déjà fait et on fait maintenant des progrès dans cette direction, mais il reste encore beaucoup à faire. Toutefois, le jour viendra, et tout semble indiquer que ce jour n'est pas loin, où l'œil du voyageur pourra apercevoir dans tous les ports de l'Amérique, le drapeau des Etats Unis flottant sur nos navires marchands, comme il aperçoit aujourd'hui celui de l'Angleterre.

A. Guzmán

RÉPUBLIQUE ARGENTINE.

L'INDUSTRIE SUCRIÈRE DE TUCUMAN PENDANT L'ANNÉE 1896–97.

La production sucrière dans la province de Tucuman a suivi, pendant la récente année budgétaire, l'échelle ascendante déjà indiquée dans les rapports antérieurs, reçus de cette province, la récolte pour 1896–97 s'élevant à 15,606 tonnes. La production pour les cinq années précédentes est la suivante:

Années.	Tonnes.
1891–92	45,000
1892–93	40,000
1893–94	55,000
1894–95	74,000
1895–96	103,000

Pendant l'année 1896–97 trente-quatre fabriques de sucre étaient en opération; de ces établissements, cinq qui produisirent 23,000 tonnes de sucre appartiennent à des Français; deux qui produisirent 8,000 tonnes appariennent et sont exploitées par des fils de Français, sujets argentins, et trois, dont la totalité de la production s'élève à 22,500 tonnes, sont la propriété d'une compagnie allemande. En plus de celles-ci, il y a une fabrique espagnole qui produit 9,000 tonnes; une fabrique suédoise et une fabrique américaine d'une production de 1,600 tonnes respectivement. Les vingt et une fabriques restantes appartiennent exclusivement à des Argentins. A l'exception de trois fabriques allemandes, une américaine et une autre, dont les machines furent importées de l'Angleterre, ces établissements se servent tous de machines françaises. Pour l'exercice 1897–98, on compte sur une production de plus de 150,000 tonnes. Par conséquent, on peut considérer le marché argentin comme étant fermé aux sucres européens, à l'exception de petites quantités de sucre raffiné, importé pour la consommation de quelques riches argentins.

Ces données ont rapport seulement à la province de Tucuman. En plus, il y a la production de sucre dans les provinces voisines de Salta, de Jujuy, de Chaco et de Corrientes qui, suivant un

rapport officiel, s'éleva en 1895 à 15,000 tonnes; et à Santa Fé, à Formosa et à Santiago, la production pour la même année s'élèva à 9,000 tonnes.

COLOMBIE.

CONSTRUCTION DE CHEMINS DE FER.

Le chargé d'affaires britannique à Bogota a informé le Foreign Office que le gouvernement de Colombie a conclu un contrat avec M. FRANCISCO J. CISNEROS pour le prolongement du chemin de fer de Bolivar. Aux termes du contrat, M. CISNEROS est autorisé à construire et à mettre en opération un chemin de fer allant de Baranquilla, ou de tout autre point situé sur la ligne entre Baranquilla et Puerto Colombie, à Sabanalarga ou Usiacuri.

La voie de la ligne sera de 3 pieds 3⅓ pouces; le poids minimum des rails de 35 livres par verge. Dans la construction, on doit toujours se tenir compte du caractère permanent des travaux, et pourvoir à la construction d'un nombre suffisant de gares, d'entrepôts et d'autres appartenances.

On a aussi passé un contrat avec M. ALBERTO J. ROCA pour la construction d'un chemin de fer allant d'Ocana à un point situé sur la revière Magdalena. Cette ligne sera de voie étroite avec une pente qui ne dépassera pas trois pour cent, et avec des courbes ayant un rayon de pas moins de 328 pieds. Dans la construction et l'exploitation de cette ligne, l'entrepreneur est obligé de satisfaire à toutes les exigences du trafic.

BRÉSIL.

INDUSTRIE CAFÉIÉRE AU BRÉSIL.

M. JOHN H. KEOGH, représantant de l'une des principales maisons importatrices de café aux Etats-Unis, qui a demeuré longtemps au Brésil et qui est tout à fait au courant des intérêts caféiers du Brésil, aussi bien que des autres pays, donne, dans une entrevue publiée par le journal "Wholesale Grocer," les faits suivants relatifs à l'industrie caféière actuelle au Brésil.

Il dit que la récolte qui se vendra du mois de juin 1897 au ois de juin 1898, s'élèvera à environ neuf millions et demi de cs; de cette quantité, trois millions et demi de sacs seront pédiés de Rio, et six millions de Santos.

L'augmentation considérable constatée dans la production de nnée antérieure est attribuée à la production des jeunes plantes féières qui viennent de commencer à produire dans le district de ntos (Etat de São Paulo). Beaucoup des plantations caféières ns les environs de Rio sont assez vieilles et ne produisent s aussi abondamment qu'autrefois. Les méthodes de culture nployées à São Paulo sont plus modernes que celles employées ns la plupart des districts voisins de Rio.

Quant à la perspective pour l'année prochaine, M. KEOGH dit ue les opinions varient grandement, mais les estimations conservaices la placent un peu au-dessous de la récolte pour 1897–98. Les as prix qui ont prévalu depuis quelques mois, de nécessité diminuent les efforts des planteurs pour la production d'un article qui, à eine, rapporte des bénéfices. Les planteurs sont si habitués à éaliser de grands profits, que les prix actuels de cette denrée ont u des effets très décourageants.

Il y a dans l'Etat de São Paulo un nombre considérable de elles plantations appartenant à des Brésiliens, et aussi quelques utres grandes plantations exploitées par des hommes d'origine allenande, mais à présent les Nord-Américains ne sont pas grandeent lancés dans la production caféière. Les travailleurs employés ans ces plantations sont principalement des Portugais et des aliens. Il y a trois ans, un essai a été tenté pour introduire le avail chinois, mais il n'a pas réussi. Les quelques, trois ou uatre cents Chinois qui ont été importés et établis sur les plantaones les quittèrent bientôt pour s'établir dans les villes. La estion du travail qui s'applique à ce genre de culture est encore résoudre au Brésil.

Il est à noter qu'une réunion de l'Associação Commercial a eu u à Santos, le premier courant, pour recevoir les rapports des mmissions nommées en vue d'évaluer la prochaine récolte qui a expédiée de Santos. Les commissions, après avoir visité les stricts caféiers qui leur étaient désignés, estimèrent la récolte tale à 4,250,000 de sacs. Conformément à la décision prise par réunion, ces chiffres furent télégraphiés à Londres, à Ham-

bourg, au Havre et à New York, et l'on s'est décidé à poursuivre ce plan chaque année.

Le "Rio News" du 8 février dit à propos de cette action:

Bien que nous n'ayons aucun désir de mettre en doute le rapport de la Commission de Santos, relatif à la prochaine récolte caféière, il est bon de rappeler que plusieurs membres des maisons qui forment les différents comités sont des planteurs, aussi bien que des "commissarios" et exportateurs. Par conséquent, on peut toujours être sûr que l'évaluation indiquée dans le rapport, est au minimum ou au-dessous de la quantité actuelle, car elle représente les intérêts des planteurs.

L' "American Grocer" du 9 mars publie les statistiques suivantes sur les recettes provenant du café depuis le 1er juillet 1897 jusqu'au 7 mars 1898, avec rapport comparatif pour les périodes correspondantes des deux années antérieures:

	1898.	1897.	1896.
	Sacs.	*Sacs.*	*Sacs.*
Recettes à Rio	3, 378, 000	2, 704, 000	1, 890, 000
Recettes à Santos	5, 215, 000	4, 241, 000	2, 676, 000

COLOMBIE.

TERMINAISON DES TRAVAUX DE CONSTRUCTION DU QUAI DE LA BOCA.

Dans une communication sous date du 3 février 1898, M. MURPHY, clerc consulaire à Colon, informe le Département d'Etat de la terminaison des travaux de construction du quai de la Boca, terminus sur le Pacifique du Canal de Panama. Ces travaux ont été jugés nécessaires afin de surmonter les obstacles qu'occasionnent les marées au port de Panama qui varient de plus de 25 pieds, de sorte qu'à la basse mer le fond de la mer est à découvert à une distance d'un mille ou plus du rivage.

Selon M. MURPHY, l'opinion générale croit à la terminaison heureuse de ces travaux, et que les plus grands vaisseaux pourront recevoir et débarquer leurs cargaisons au quai, au lieu de se servir, comme autrefois, de gabares.

Dans un rapport présenté aux actionnaires de la nouvelle compagnie du Canal de Panama par M. BONARDEL, Président du Conseil d'Administration, à la réunion qui a eu lieu à Paris le 28

:cembre 1897, il paraît que l'un des principaux travaux entre-
is par la compagnie pendant l'année passée était la terminaison
:s travaux de construction du port et du quai de la Boca,
'ant pour objet principal de faciliter à la Compagnie du chemin
: fer de Panama, le maniement de toute marchandise avec plus
: rapidité et à meilleur marché qu'autrefois, afin qu'elle puisse
ıncourir avantageusement avec les différents chemins de fer
ans-continentaux américains et avec le transport maritime via
'étroit de Magellan.

A peu près quatorze milles du Canal du côté de Colon et six
illes du côté de Panama ont été terminés, mais la partie la plus
fficile du travail est encore à faire, celle de traverser la chaîne
:s Culebra et de surmonter les inondations de la rivière Chagres.

HONDURAS.

RESSOURCES DU PAYS.

L'article suivant qui traite des ressources du Honduras est
:xtrait d'une communication adressée au Señor E. C. FIALLOS,
ıncien Secrétaire de la Légation du Honduras aux Etats-Unis, par le docteur GEORGE BEN JOHNSTON, qui a consacré de ongues années à l'étude des ressources de ce pays.

Les rapports qui ont été faits donnent une idée de la richesse des mines d'or :t d'argent. L'empressement que montrent les mineurs sages et expérimentés le l'Amérique du Nord pour acquérir et exploiter des gisements miniers et les résultats qu'ils ont obtenus par l'emploi de méthodes nouvelles, prouvent la justesse de votre appréciation, "que la principale richesse du Honduras vient de ses gisements souterrains." Le nombre et la richesse des mines d'or et d'argent, conjointement avec la facilité de vos lois minières, offrent à celui qui exploite, tout ce qu'il peut désirer.

Vos forêts même, sont une source de richesses aussi considérables que vos mines, exigeant moins d'habileté et de capitaux pour en tirer profit. Les bois pour l'ébénisterie y abondent, et sont d'une qualité tout à fait supérieure. On remarque parmi ces bois: le bois de rose, l'acajou, l'ébène et le ronron. Ces arbres ont une valeur toute spéciale à cause de leur dimension gigantesque et de la finesse extraordinaire de leurs fibres. Les eaux navigables rendent l'accès des forêts très facile.

Je n'ai vu nulle part une si grande variété d'herbes médicinales; on en voit beaucoup qui ne sont pas même cueillies et qui ont une vente facile à de très hauts prix, dans nos marchés et dans ceux de l'Europe. Les habitants, avec un

peu d'instruction, pourraient cueillir et préparer des herbes et des feuilles pour une valeur de plusieurs milliers de dollars, et en opérer la vente avec de jolis profits. Cette singulière et intéressante orchidée, la vanille, se trouve presque partout et pourrait faire concurrence à celle du Mexique si on la cultivait et la préparait soigneusement. Le piment qui pousse en grande quantité dans l'Olancho, n'est pas utilisé. Le yucca qui fournit un amidon excellent, par un procédé d'extraction très simple et peu coûteux, pousse sur toutes les collines.

En voyageant à travers le Honduras, on voit partout des plantes textiles. Les plus importantes sont, peut-être, le mescal et la pite, dont on peut fabriquer, par des procédés très simples, des cordages d'une qualité supérieure, de la toile à sacs, et des tissus grossiers. La finesse, la résistance et le lustre de la fibre de pite la rendent susceptible d'un développement plus grand. On pourrait tisser avec cette fibre une étoffe aussi forte que la toile de lin et aussi douce et brillante que la soie. Elle pourrait fournir aussi les matières premières pour la fabrication d'un papier, égal en force et en durée, au parchemin.

On pourrait cultiver avec profit les pistachiers de terre qui rapporteraient de gros bénéfices comme la chose a eu lieu pour nous, dans la Virginie. Le tabac de Honduras est déjà connu aux Etats-Unis et en Europe. Toutefois l'importation en est si insignifiante en comparaison de ce qu'elle devrait être, que ce tabac n'a pas attiré l'attention qu'il mérite. Le Honduras possède un sol et un climat qui peut produire toutes les qualités de tabac, depuis notre lourd tabac de l'ouest, jusqu'à la feuille cubaine si délicate et si odoriférante. J'ai vu dans les villages du Honduras des cigares fabriqués avec le tabac indigène se vendant deux sous chacun, qui feraient concurrence aux meilleurs cigares exposés dans nos boutiques. Le tabac devrait être une de vos plus importantes productions, car votre sol le produit presque sans travail et votre climat facilite sa préparation.

La canne à sucre et le coton sont perpétuels, et avec un peu de culture ils donneraient des récoltes importantes. La grande dimension et la substance des cannes sont très remarquables. Ces produits pourraient être cultivés et préparés pour la vente dans le Honduras, avec beaucoup moins de frais que dans la Louisiane et le Texas, où ils constituent une source de revenus considérables.

La nature du climat annihile l'effet des saisons dans la culture du sol, surtout quand on a soin d'établir une bonne irrigation. Par conséquent, la production des fruits et des légumes pour être conservés et confits pourrait devenir un fait accompli avec une dépense minime de frais et de travail. Ni la France, ni la Californie ne peuvent produire de meilleurs raisins. Les pêches, les figues, les dattes et les olives peuvent être cultivées partout et réussir comme la "Guayaba" sauvage, avec laquelle on fait des confitures exquises.

Vos chevaux et vos mulets sont en dessous de la taille moyenne. Cette imperfection provient de l'élevage. L'introduction de nouveaux étalons porterait remède à cette condition et élèverait la race à un degré de perfection; car, malgré la petitesse du cheval, il est très fort et très vif et peut supporter beaucoup de fatigue, faisant ainsi preuve de qualités admirables sur lesquelles on peut compter. Votre bétail souffre aussi de la même cause. Toutefois il est de meilleure race que les bêtes à corne de l'ouest et bien plus beau comme taille. L'immensité des splendides prairies sur lesquelles j'ai voyagé sans y voir de

ıupeaux, m'a attristé. Les vallées avec leur verdure perpétuelle, leurs beaux ›res et leurs cours d'eau limpides auraient dû être couvertes de bestiaux et les ılines de moutons et de chèvres à long poil. L'abondance et la belle qualité ; prairies et le nombre et la grandeur des cours d'eau limpides rendent le pays ɛcialement convenable à l'élevage du bétail.

Il existe, parmi une classe nombreuse de mes compatriotes, une idée fausse ativement à la salubrité des pays de l'Amérique Centrale. Les maladies ne ıvent pas exister dans un pays où le climat est si égal (n'étant jamais exces- ement chaud), où le système d'égouts est si parfait, et où l'eau pure est si ondante. Je n'ai jamais vu ailleurs des personnes possédant une meilleure ıté.

Votre gouvernement est maintenant si stable, si exempt des luttes intestines, i l'épuisaient autrefois, que la vie et la propriété trouvent dans ce pays, la ɛme protection que dans le nôtre, et cette situation ajoute encore du prix aux ıssources naturelles du pays.

MEXIQUE.

ETABLISSSEMENT D'UNE COLONIE JAPONAISE.

On apprend par "El Progreso de México" que M. KOBAYASHI : M. H. KAWAMURA, de Tokio, arrivèrent à San Francisco le 23 vrier dernier sur le bateau *Gaelic*, en route pour le Mexique, fin de faire des arrangements sur une grande échelle, pour l'éta- issement, dans ce pays, d'une colonie japonaise. M. KOBAYASHI, ıns le cours d'une entrevue, dit que tous les préparatifs ont été its pour l'établissement d'une colonie japonaise sur une étendue : territoire, voisin du port de San Benito et contigu à la frontière ı Guatémala. Ce territoire, qui a 100,000 acres d'étendue, a été :quis par le comte ENOMOTO, ex-Ministre de l'Agriculture au ıpon et par un riche propriétaire de ce pays, enformément au aité qui existe entre les gouvernements mexicain et japonais et ıi fut apprové l'an dernier. Les auteurs de l'enterprise comp- nt sur l'aide du gouvernement japonais.

Les deux visiteurs sont venus pour faire une inspection du ter- toire et pour en faire la distribution parmi les colons, ce qui aura eu au plus tôt possible. Ils disent que toute l'étendue sera con- ıcrée à la culture de café. On propose en plus, d'établir une gne de bateux à vapeur qui feront le service entre les villes de an Francisco et Acapulco, se reliant à la ligne japonaise qui averse le Pacifique.

CONTRAT AVEC LA "MEXICAN TELEGRAPH (CABLE) COMPANY."

Le 15 novembre 1897 le Gouvernement du Mexique, par l'entremise du Secrétaire des Transports et des Travaux Publics, a fait un contrat ratifié en suite par le Congrès avec la "Mexican Telegraph (Cable) Company," par lequel le service télégraphique international de la République sera fait par les lignes de cette compagnie en liaison avec la "Western Union Telegraph Company" des Etats-Unis. En vertu de cet accord la "Western Union Company" pourra unir ses fils à ceux de la Fédération soit par moyen de fils aérien ou sousterrains à Laredo, Tamaulipas, Ciudad Juares, Chihuahua, et Nogales, soit par cable sousmarin.

Par les termes de l'article 24 la "Mexican Telegraph Company" s'oblige à payer au Gouvernement du Mexique 15 pour cent des bénéfices de chaque année dérivés du service international de la République par la frontière Nord ou par son cable.

La compagnie garantit que les 15 pour cent mentionnés ne seront pas moins de $20,000,000 par an pendant la période du contrat. L'article 26 dit:

> Dés la promulgation de ce contrat et pendant le temps quil sera en vigueur, le service télégraphique international de la République sera fait seulement par le Gouvernement Fédéral, la Mexican Telegraph Company et la Western Union Telegraph Company d'accord avec les stipulations y établies * * * . L'expression "service télégraphique international" comprend le service des téléphones et tout échange de dépêche, soit directement par l'usage présent des lignes ou indirectement par moyen des messagers ou outres.

En cas de non observation des stipulations du paragraphe 1er de cet article, la Mexican Telegraph Company pourra suspendre le payement de 15 pour cent des bénéfices ci-dessus mentionné.

AFFERMAGE DES CHEMINS DE FER DE TEHUANTEPEC.

Un contrat a été signé entre le Gouvernement du Mexique et la maison S. PEARSON & SONS de Londres, par lequel le Gouvernement lui loue pour une période de 50 ans à partir du 1er avril 1898, le chemin de fer de Tehuantepec avec toutes ses dépendences. L'affermage amène l'obligation d'établir des ports saufs au deux termini de la ligne, Coatzacualco et Salina Cruz. Par les termes du contrat MM. PEARSON & SONS s'obligent à établir et maintenir la ligne en bonnes conditions pour l'exploita-

tion, et à l'expiration de l'affermage à la délivrer au Gouvernement dans des conditions égales. Le Gouvernement garantit que la recette nette de la ligne montera à 6 pour cent sur la dépense pour l'amélioration de la ligne. Tous les bénéfices en plus de cette valeur iront au Trésor National.

NICARAGUA.

L'INDUSTRIE DES BANANES SÈCHES.

Il y a quelque temps on a mentionné dans un numéro du BULLETIN, sur l'information fournie au Bureau par M. M. J. CLANCY, agent consulaire des Etats-Unis à Bluefields, Nicaragua, qu'on essayait l'exportation aux Etats-Unis et à l'Europe de bananes sèches afin d'utiliser l'excès de la production du fruit dans ce district. On a constaté que des millions de petites grappes, impropes à l'exportation, étaient jetées à la rivière ou abandonnées pourrissant sur le sol. En plus d'utiliser ce fruit, on a mentionné aussi qu'au cas de la réussite de la tentative, les fabricants des Etats-Unis trouveraient un nouveau débouché pour les outils adaptés à cette industrie. La lettre suivante de M. CLANCY, publiée dans le "Bluefields Recorder" du 5 mars 1898, est insérée dans le BULLETIN pour donner des informations additionnelles relatives à ce sujet:

AGENCE CONSULAIRE DES ETATS-UNIS,
Bluefields, Nicaragua, 28 évrier 1898.

VALENTINE BROTHERS,
Agents de la Compagnie du Chemin de Fer du Honduras,
New York City.

MESSIEURS: J'ai l'honneur d'accuser réception de votre lettre du 17 du courant, relative à l'industrie des bananes sèches.

Il y a dans le district de Bluefields des millions de grappes de bananes de sept mains ou moins qui sont annuellement jetées aux rivières ou laissées à pourrir sur place, par manque de débouchés pour les bananes de cette grandeur. Si le commerce de bananes sèches réussissait, beaucoup de planteurs de la rivière Escondido et de ses affluents en retireraient un bénéfice considérable.

On ne peut pas dire que l'industrie soit encore entrée dans son premier développement, pour la raison que les machines dont on se sert à présent sont de fabrication locale, improvisées par les planteurs eux-mêmes, tandis que ceux qui se sont engagés dans cette industrie ne savent absolument rien des meilleurs moyens de faire sécher les fruits. Ce fut à cause de cet état de choses que

j'envoyai une communication relative à ce sujet, au Bureau des Républiques Américaines pour publication.

Quand les fabricants de machines pour sécher les fruits se rendront compte du vaste débouché qui attend les machines de cette classe, ils se mettront à l'œuvre pour en fabriquer qui soient adaptées à cette industrie particulière.

Les natifs des îles de Samoa mettent les bananes à sécher au soleil et exportent ce qui ne sert pas à la consommation nationale, mais je n'ai pas pu apprendre à quel marché ils les envoient. Le Directeur du Parc ou Musée National de Copenhague, Danemark, ferait une commande pour une quantité spécifique mensuelle de bananes ainsi préparées, s'il pouvait trouver quelqu'un pour la remplir. La banane sous cette forme est employée par les confiseurs dans la manufacture de fruits confits, pour l'alimentation des animaux gardés dans les parcs zoologiques ou dans les maisons, et est considérée un aliment excellent. L'Allemagne, la Norvège et la Suède, où l'introduction des bananes sèches a déjà été faite sur une petite échelle, sont de bons débouchés. Je suis informé qu'en Allemagne et en France les bananes sont admises en franchise de droits, tandis que le droit d'importation perçu aux Etats-Unis est de 2 cents or par livre.

Le fruit se vend ici à 20 cents en monnaie du Nicaragua (8 cents en monnaie des Etats-Unis) la livre, et se vend au détail à 30 cents la livre en monnaie du Nicaragua. On ne doit pas perdre de vue le fait que, dû aux fluctuations du taux du change, le prix ne peut être calculé qu'en monnaie des Etats-Unis. C'est l'intention de vendre les bananes, mises à bord, et destinées, soit à la Nouvelle Orléans, soit à New York, à 10 cents or la livre, aux négociants qui en achètent de grandes quantités. Actuellement, le fruit est, emballé en boîtes en bois d'une apparence peu attrayante, chacune desquelles contient cinq livres. Je vous enverrai une boîte à New York, de même qu'à Puerto Cortez, Honduras, la semaine prochaine.

Quand on se servira des appareils propres à sécher de grandes quantités, les bananes seront expédiées en barils aux Etats-Unis et à l'Europe, et le négociant en gros peut en faire des paquets selon les exigences de sa clientèle. Aussitôt que les bananes sont entièrement mûres, on leur ôte la peau et les met à sécher dans un four en tôle tout à fait comme on fait cuir le pain. Elles restent dans le four de 24 à 48 heures, à une température qu'on ne connaît pas exactement parcequ'il n'y a pas de thermomètres pour obtenir le degré de chaleur nécessaire, après lequel on les laisse refroidir et alors elles sont emballées en boîtes pour le marché. Six livres de bananes mûres sont nécessaires pour faire une livre de bananes sèches.

Je dois remarquer en passant que le plus longtemps que ces bananes restent dans le four, la meilleure est la cristallisation de la matière saccharine, qui paraît sur la surface du fruit après la dessiccation.

De ce que j'apprends, les fabricants de bananes sèches qui préparent leur produit d'une manière soignée et attrayante peuvent commander leur prix et ils recevront plus de commandes qu'ils n'en pourront remplir. Remarquez bien que l'on considère que les bananes de Bluefields ont un meilleur goût et sont plus nourrissantes que celles de tous les autres districts, qualités qu'elles conser-

veraient après la dessiccation. Et encore, Bluefields est un des plus grands districts productifs de bananes, et par conséquent, produit une quantité illimitée de ce fruit qui peut servir à cette industrie.

On essaie aussi la fabrication de farine de bananes. Il est affirmé qne cet article surpasse de beaucoup le blé de sarrasin pour la confection de gateaux et que l'on peut l'employer pour fabriquer du pain et des buiscuits qui se recommandent hautement aux dyspeptiques et aux malades. On dit aussi que dans la fabrication de la bière elle peut remplacer le houblon. Et de plus, le peu de dépenses qu'occasionne la production de cette farine et le prix peu élevé de vente lui donnent l'avantage sur les autres produits de même nature.

Je suis sûr que si vous écrivez à M. WILLIAMS EDWARDS, ou à M. ED. NEUHAUS, Rama, Nicaragua, que ces Messieurs prendraient grand plaisir à répondre à toute question que vous leur adresseriez à propos de cette industrie, et si je puis vous être utile vous n'avez qu'à me commander.

Bien à vous,

M. J. CLANCY,
Agent Consulaire des Etats-Unis.

LE TRANSPORT SUR LA RIVIÈRE SAN JUAN ET LE LAC NICARAGUA.

M. W. B. SORSBY, consul des Etats-Unis à San Juan del Norte, informe le Département d'Etat, sous date du 28 février, qu'à cause de la mésintelligence survenue entre le gouvernement et la Nicaragua Mail Steam Navigation and Trading Company et de la décision rendue par l'arbitre contre la compagnie, tout trafic entre Granada et San Juan del Norte est pour le moment suspendu.

Il parait, selon les rapports de l'arbitre, le Général E. P. ALEXANDER, que pendant plusieurs semaines, commençant vers le 1er novembre 1897, le gouvernement, craignant un conflit politique et une guerre civile, plaça une garde de soldats sur chacun des vaisseaux de la compagnie, pour empêcher les révolutionnaires de s'en emparer. Dans l'exécution de ce devoir, les soldats voyageaient sur les vaisseaux, se pourvoyant eux-mêmes de leurs rations. La réclamation que fit la compagnie que ces troupes fussent considérées comme passagers et que le gouvernement payât le prix de voyage fut rejetée par le Général E. P. ALEXANDER, prié par les deux parties de servir comme arbitre.

En conséquence de cette décision, la compagnie de navigation arrêta tout trafic de transport sur les lacs et les rivières, et le gouvernement s'empara officiellement de tous les vaisseaux.

Le Consul SORSBY dit qu'en toute probabilité le gouvernement

continuera le service pour son propre compte, de sorte que les communications avec l'intérieur seront rétablies. Les bateaux à vapeur, de même que le contrat avec le gouvernement, appartiennent à M. PELLAS, sujet italien.

SAINT-DOMINGUE.

Le tableau suivant, compilé par la "San Domingo Improvement Company," des dernières statistiques officielles, montre l'exportation des principales productions de Saint-Domingue pour une série d'années à partir de 1892:

Articles.	1892.	1893.	1896.	1897.
Sucre.....livres..	56, 501, 700	68, 833, 400	86, 866, 239	106, 351, 556
Café .....do....	1, 105, 500	3, 104, 050	2, 422, 399	3, 784, 005
Cacao .....do ...	2, 146, 000	4, 154, 600	4, 308, 823	4, 695, 606
Tabac .....do....	13, 103, 300	14, 620, 800	6, 332, 208	6, 632, 541
Miel .....gallons..	83, 922	103, 473	38, 562	54, 804
Cire ....livres..	1, 543	2, 375	292, 828	379, 140
Peaux de chèvres.....	7, 670	10, 207	58, 124	70. 122
Cuirs	11, 708	27, 729	13, 490	27, 671
Cornes	.....	800	928	4, 010
Campêche	38, 413, 760	41, 657, 280	23, 070, 000	5, 715, 040
Mora	15, 685	3, 012, 800	389, 000	736, 720
Bera.....	293, 440	40, 320	1, 460, 480	9, 922, 415
Dividivi	26, 880	789, 600	1, 304, 929	1, 768, 370
Blocs d'acajou..... ..pieds..	859, 482	104, 651	232, 498	328, 813
Fourches en acajou.....	96, 916	1, 042, 945	62, 725	32, 316
Espinillo.....pieds..	155, 359	121, 740	90, 892	296, 241
Cèdre .....do....	12, 000	315	58, 160	52, 243
Abey .....do....	.....	3, 625	2, 740	3, 920
Yaya .....do....	471, 188	622, 127	12, 000	8, 500
Guayacan.....livres..	5, 642, 560	6, 493, 760	1, 208, 000	1, 721, 692
Vieux cuivre.....do....	17, 060	2, 095	4, 029	1, 400
Noix de kola.....	.....	.....	400	.....
Ecaille de tortue.....livres..	424	426	257	329
Résine.....do....	.....	4, 350	7, 944	3, 466
Rhum .....gallons..	45, 542	43, 433	2, 160	200
Bananes .....grappes..	.....	400	88, 153	305, 662
Dollars mexicains	.....	.....	180, 160	492, 997
Or américain	.....	.....	.....	480
Mélasse .....gallons..	316, 096	8, 470	1, 777, 119	1, 847, 417

VENEZUELA.

TARIF DOUANIER DE 1897–98.

[Troisième edition, fascicule 30.—Suite du numéro d'avril.]

§ 7.—CLASSE VII.

Droits.—5 bolivars par kilogramme.

Éventails de tout genre.

Amers non dénommés, quelque soit le contenant.

Cartes à jouer.
Cannes à épée ou avec armes à feu.
Bourses en lin ou en coton.
Chaussettes, bas, franges, glands, dentelles, rubans, bandes, cordons, passe-enterie, peluches, bonnets, manteaux ou capelines, ceintures, nœuds, épaulettes, aussons et gants, en laine pure ou mélangée de coton.
Chaussures simplement découpées ou sans semelles et tapis en peau de mouton.
Chemises confectionnées en coton, sans aucune partie en fil.
Bouts en cuir pour espadrilles.
Carpettes, tapis et tous autres articles au crochet, à l'exception de ceux de soie.
Chasubles, bourses pour corporal, nappes d'autel, chapes, dalmatiques, étoles, anipules, corporaux, bandes et autres ornements sacerdotaux et à l'usage des lises.
Cigarettes en papier ou en feuilles de maïs.
Cravates en coton, crin ou laine.
Rideaux, tentures et moustiquaires, en lin ou en coton.
Bretelles, corsets, ceintures, cache-corsets et jarretières, de toute sorte.
Jupons, jupes, robes de chambre ou matinées, gros jupons, taies d'oreiller, ouses, de lin pur ou mélangé de coton, excepté ceux en batiste de lin pur ou élangé de coton qui suivent le régime de la Classe VIII.
Dentelles, bandes brodées, blondes, entre-deux, rubans, bordures, épaulettes, ands, cordons, franges, chaussons, écharpes, tresses, gants et passementerie, de n ou de coton.
Épées, sabres, poignards et couteaux fins de chasse, tromblons, pistolets, revol-ers, fusils de chasse, mousquetons, fusils de guerre, rifles, carabines et autres rmes d'artillerie ou d'infanterie, ainsi que leurs projectiles, capsules et amorces leur usage; cheminées, platines, cartouches chargées ou vides, et tout ce qui se apporte aux armes blanches ou à feu, ainsi que les armes à air comprimé pour rer à la cible.
Alumettes pyrotechniques ou à feu de Bengale.
Feux d'artifice.
Housses et couvertures de cheval, de tout genre.
Chaussettes de lin pur ou mélangé de coton, et chaussettes en coton tordu dit l d'Écosse.
Poires à poudre et sacs à plomb, boîtes à capsules, bourses et carniers de chasse.
Mousseline, crépon de coton de couleur, linon, gaze de coton dite *rengue*, irège, grenadine, organdi, zéphir, toile de lin dite *clarin*, *dulce sueño*, tarla-ne, *imité*, batiste de Hollande, petite batiste de coton, blanche ou de couleur, ie, ouvragée, à jour ou brodée, en pièces ou en coupons pour vêtements, et us autres tissus semblables non dénommés dans d'autres classes.
Mousseline et batiste de lin pur ou mélangé, écrue ou de couleur, en pièces ou coupons pour vêtements.
Panne (*panilla*) et peluche de coton, imitation de velours, en pièces ou en bans.
Drap ordinaire ou de fantaisie, casimir, cassinette, mousseline, satin, tricot, nelle, *lanilla*, alépine, alpaga, *cambron*, mérinos, serge, lasting, damas et tous tres tissus de laine pure ou mélangée de coton non dénommés dans d'autres

classes, à moins qu'ils ne soient confectionnés en vêtements, ce qui les soumettrait au régime de la Classe IX.

Châles, grands et petits, foulards et fichus, en mousseline, linon, tricot ou autre tissu fin de coton.

Mouchoirs, châle, grands et petits, foulards, tapis de table, camisoles en laine pure ou mélangée de coton, sans ornements ou broderies en soie.

Parapluies, encas, ombrelles et parasols, de soie pure ou mélangée de laine ou de coton.

Peaux tannées, ouvrées sous toutes formes, non dénommées dans d'autres classes.

Guipure ou tulle, de coton ou de pite.

Selles, têtières, fontes à fusil ou à pistolet, guides, sangles, croupières et couvertures de cheval en peau de mouton, de toute espèce.

Tabac brut et côtes de tabac.

§ 8.—Classe VIII.

Droits.—10 bolivars par kilogramme.

Ornements pour la tête et résilles de tout genre.

Cheveux et leurs imitations, ouvrés ou non.

Chemises confectionnées, en lin ou laine, et chemises en coton ayant une partie quelconque en lin; pantalons, jaquettes, blouses, gilets, caleçons, vestes, paletots, vestons, redingotes et tous autres vêtements confectionnés pour hommes, en lin ou coton, non dénommés dans d'autres classes.

Cols, devants de chemises et manchettes, en lin ou coton, pour hommes et femmes.

Hamacs en filet, de toute sorte.

Jupons, jupes, gros jupons, taies d'oreiller et matinées, en batiste ou tissu clair de lin (*clarin*), purs ou mélangés de coton.

Fleurs et fruits artificiels, non dénommés, et fournitures pour confectionner les fleurs, à l'exception du papier peint employé à cet usage, qui est rangé dans la Classe VI.

Gants de peau, excepté les gants d'escrime qui suivent le regime de la Classe V.

Batiste de Hollande, tissu clair (*clarin*), tricot, zéphyr, linon, tarlatane, mousseline et tous autres tissus fins de lin ou de coton, ouvrés en articles tels que fraises, ruches, bonnets d'enfants, jupes, manchettes, chemisettes et autres objets et ornements non dénommés dans d'autres classes.

Joyaux, perles, bijoux, pierres et objets précieux, articles en or et en argent et articles fabriqués en partie avec ces métaux; montres de toute matière et boîtes ou écrins vides pour montres ou autres objets précieux, même importés séparément.

Livres et albums, dans la confection desquels entrent du velours, de la soie, de la nacre, de l'écaille, de l'ivoire, du cuir de Russie ou des filets ou ornements dorés ou argentés.

Mouchoirs de lin pur ou mélangé de coton.

Reliures pour livres, importées séparément, et couvertures mobiles pour livres.

Plumes pour chapeaux et bonnets et autres usages similaires, et panaches pour corbillards importés séparément des voitures.

ie pure ou mélangée d'autre matière et tissus d'autres matières mélangées de

issus de toute matière, mélangés ou brodés d'or ou d'argent fins ou faux, à eption des ornements sacerdotaux et à l'usage des églises compris dans la se VII.

issus de laine pure ou mélangée de coton, préparés pour moustiquaires, ten-, rideaux et autres articles non dénommés antérieurement.

abac manufacturé et préparé sous toutes les formes, à l'exception du tabac é pour cigarettes, du tabac en carottes et du tabac tordu à mâcher. Sont ment rangés dans cette classe, les cigarettes roulées dans une feuille de tabac.

§ 9.—Classe IX.

Droits.—20 bolivars par kilogramme.

ffiches et annonces sur carton et feuilles volantes, imprimées ou litho-hiées.

ites pour le conditionnement des cigarettes.

rculaires imprimées ou lithographiées.

iquettes et prospectus imprimés ou lithographiés, n'adhérant à aucun objet,

rtes de visite imprimées avec ou sans dessins en couleur.

rap ordinaire ou de fantaisie, casimir, satin, tricot, flanelle, alépine, alpaga, *bron*, serge, lastings et damas, de laine pure ou mélangée de coton, en vête-s confectionnés pour hommes.

nveloppes à lettres, achevées ou simplement découpées, de toute sorte.

hapeaux, bonnets, toques et casquettes, avec ornements, pour dames et tes.

hapeaux en peluche de soie noire, hauts de forme, et autres chapeaux de ce iat, de toute matière, y compris les chapeaux claques, les chapeaux simple-t coupés, les feutres foulés et toute autre espèce de chapeaux finis ou à tié finis, à l'exception seulement des chapeaux de paille et de leurs imitations.

artes-annonces (grandes) imprimées ou lithographiées.

arlatane, soie, laine, batiste de Hollande, tissu clair (*clarin*), zéphyr, linon, sseline et tous autres tissus de lin ou de coton, confectionnés en vêtements r dames.

êtements de laine, de coton ou de lin, pour hommes, excepté ceux dénom-dans d'autres classes.

RT. 2. Les droits de douane seront perçus d'après le poids brut en bolivars ntimes de bolivar.

RT. 3. Est prohibée l'importation des articles suivants:

uile de coco, eau-de-vie de canne, coton, amidon, indigo, cacao, café, mélasse niel de sucre ou d'abeilles, viande salée en *tasajo*, sel, dynamite, racine de pareille, monnaie d'or fausse et monnaie d'argent, appareils à frapper la naie, à moins qu'ils ne soient importés pour le compte de l'État;

haussures confectionnées et cuir tanné pour la fabrication des chaussures, mettes de toute sorte.

§ UNIQUE. Si le Pouvoir Exécutif juge opportun d'autoriser l'importation par les douanes de la République de quelque article prohibé, il fixera le droit dont cet article devra être frappé, et il en rendra compte au Congrès à sa première réunion.

ART. 4. Le Pouvoir Exécutif pourra prohiber totalement ou partiellement l'importation de tissus de toute sorte, de vêtements confectionnés et de chapeaux de toute sorte, de bonnets, toques et casquettes et en interdire l'entrée par les douanes de la République dans le cas que les industries et ateliers s'occupant de la fabrication de ces articles soient assez développés pour faire face aux besoins de la consommation, sans que les acheteurs aient à souffrir de cette mesure de prohibition.

ART. 5. Pour l'importation par les douanes de la République des armes à feu frappées de droits, de la poudre, du plomb, des capsules, des amorces, des pierres à fusil, du salpêtre et de toutes autres matières explosibles non dénommées dans la présente loi, il faudra la permission ou l'ordre du Gouvernement général.

§ UNIQUE. Les armes de précision et les articles de guerre exclusivement destinés au materiel des parcs d'artillerie ne peuvent être importés que par le Gouvernement national.

ART. 6. Pour les articles dénommés dans le tarif, on ne tiendra pas compte de la matière dont ils se composent, mais de la classe dans laquelle ils sont rangés. Ainsi les bandages, seringues, clysopompes, jouets d'enfants, masques, lunettes, porte-feuilles, porte-cartes et autres articles dénommés payent les droits de la classe à laquelle ils appartiennent, quelle que soit la matière dont ils sont fabriqués, à moins qu'ils n'aient des parties en or ou en argent, ce qui les ferait rentrer dans la Classe VIII.

ART. 7. Les colis qui renferment des échantillons de tissus en petits coupons et des échantillons de papier de tenture, pesant plus de 25 kilogrammes, payeront, pour le poids excédant 25 kilogrammes, les droits de la Classe III.

ART. 8. Lorsque l'on introduira des marchandises ou autres produits sujets au payement des droits d'importation, et que ces articles seront inconnus dans le pays, ou ne seront point dénommés dans le tarif, ni mentionnés dans des décisions plus récentes du ministère des finances, les importateurs pourront relater ce fait dans leurs manifestes et adresser au Gouvernement une requête examinée par la douane respective et accompagnée d'un échantillon, afin de permettre d'attribuer à ces articles la dénomination ou la classification qui leur est propre.

ART. 9. Les machines, outils et autres instruments pour l'exploitation des mines ne jouissent de l'exemption des droits d'importation qu'une seule fois pour chaque société minière, et les pièces de rechange importées pour remplacer celles qui sont entrées antérieurement en franchise ne jouiront plus de l'exemption.

ART. 10. Les douanes maritimes ne pourront autoriser, sans l'ordre préalable du ministère des finances, l'entrée des machines et appareils compris dans les nos 6, 21, 22 et 23 du tarif, ni des objets artistiques ayant un caractère monumental. Pour obtenir cette autorisation, les intéressés adresseront, pour chaque cas, au ministère des travaux publics une requête examinée par la douane respective, sollicitant la libre importation desdits articles.

ART. 11. Les articles étrangers n'ayant pas servi, que les passagers importent

ans leurs bagages, acquitteront 20 pour cent en plus du droit qui leur est appli-
ıble d'après le tarif.

ART. 12. Le Pouvoir Exécutif est autorisé à diminuer et supprimer les taxes
ı présent tarif applicable aux produits alimentaires de première nécessité
ırsque des circonstances imprévues rendront nécessaires ces modifications, en
:ndant compte au congrès des mesures qu'il aura crù devoir adopter.

ART. 13. Si des articles sont importés démontés en un seul colis ou dans des
ɔlis distincts, ils acquitteront les droits applicables à ces articles quand ils sont
nportés non démontés.

ART. 14. Sont abrogés le décret du Pouvoir Exécutif du 1er avril 1893, relatif
ux droits d'importation, et les décisions postérieures sur la matière.

RÉGIME APPLICABLE AUX COLIS POSTAUX.

Extrait de la circulaire du Ministère des Finances, du 16 novembre 1896.—*Gaceta oficial* du 18 novembre 1896, nº 6868.]

Si des colis postaux renferment des marchandises rangées dans des classes dif-
:rentes du tarif, leurs bordereaux devront mentionner le poids de chaque espèce
e marchandises, et si chaque marchandise pèse moins d'un demi-kilogramme,
lle sera toujours considérée comme pesant un demi-kilogramme et taxée en con-
équence. La même règle s'appliquera à l'emballage, qui payera le droit appli-
able à l'article le moins imposé qu'il conditionne, à moins que ledit emballage
ıe rentre par sa nature dans une classe plus imposée du tarif.

[Fin.]

EXTENSION DES CHEMINS DE FER.

Le tableau suivant montre l'extension totale des chemins de fer qui sont en ce moment en opération au Vénézuéla, ainsi que la nationalité des propriétaires des différentes lignes. On remarquera que les Etats-Unis y figurent assez pauvrement.

	Nationalités.	Kilomètres.*
'aracas-Valencia	Allemande	179
'aracas-Laguiara	Anglaise	37
'aracas-Petare	do	10
'aracas-El Valle	Nationale	8
'alencia-Puerto Cabello	Anglaise	55
ucaca-Aroa	do	89
l Hacha-Barquisimeto	do	88
a Ceiba-Valera	Nationale	90
anta Barbara-El Vijia	Française	60
ncontrado-La Fria	Nationale	100
arenero-San José	Hollandaise	33
uanta-Naricual	Nationale	36
laiquetia-Macuto	do	8
'ela-Coro	Etats-Unis	17
Extension totale		810

*Le kilomètre équivaut à 0.62137 mille.

INAUGURATION D'UN ENTREPÔT D'ÉCHANTILLONS À CARACAS.

L'inauguration officielle de l'Entrepôt d'Echantillons pour l'exposition des manufactures américaines, établi par l'Association Nationale des Manufacturiers Américains, a eu lieu le 29 mars dernier à Caracas, capitale du Venezuela. Parmi les personnes présentes à l'inauguration, on remarquait le général Don IGNACIO ANDRADE, Président de la République, les Membres du Cabinet, l'honorable FRANCIS B. LOOMIS, Ministre des Etats-Unis, le Secrétaire de Légation, et plusieurs autres membres du Corps Diplomatique, ainsi que beaucoup de dames et de messieurs qui avaient été invités à assister à cette fête.

Le "Journal Commercial de New York," dans ses numéros des 12 et 13 avril, contient des rapports étendus et détaillés sur les cérémonies faites à cette inauguration. M. RUDOLPHE DOLGE, délégué spécial de l'Association Nationale des Manufacturiers, et dont les efforts ont largement contribué à faire réussir cette entreprise, fit le discours d'ouverture, appelant l'attention sur les avantages de l'Exposition qui augmenteraient le commerce entre le Venezuela et les Etats-Unis. Cette exposition est, selon M. DOLGE, une entreprise d'une importance nationale qui n'aspire à aucun profit matériel quel qu'il soit, désireuse seulement de présenter au commerce, à l'agriculture, et au public en général, des échantillons de manufactures et de produits américains. Selon M. DOLGE, l'Exposition est destinée à être une exposition permanente, pourvue d'un bureau de renseignements qui sera toujours prêt à aider de son mieux le commerce du Venezuela avec les Etats-Unis d'Amérique. Il termina son discours en remerciant le Président ANDRADE au nom des Etats-Unis d'Amérique, de ses efforts et de son encouragement en faveur de l'entreprise, dont l'établissement signifie "l'Union commerciale de deux contrées unies aussi par d'autres liens."

Le Président ANDRADE répondit en termes élogieux et approbatifs, souhaitant à l'entreprise une grande prospérité et un grand succès, exprimant sa satisfaction personnelle de voir la puissante République du Nord attirée vers nos ports pour nous offrir le fruit de ses expériences et le résultat admirable du génie et du travail de ses fils. Ici se trouve un peuple, brave et honnête, qui désire tra-

vailler; nos ports sont ouverts sans restriction, au progrès et aux forces productives de l'étranger. Des territoires étendus et des montagnes fertiles offrent des récompenses abondantes à l'homme intelligent et aux bras qui désirent cultiver et exploiter le pays."

Le Ministre LOOMIS a ensuite pris la parole, s'appuyant sur la grande influence qu'aurait cette entreprise sur l'avenir commercial des deux nations, la considérant comme le pas le plus important qui ait jamais été fait pour l'augmentation des relations commerciales du Nouveau Monde, depuis l'époque de l'expédition du Commodore PERRY au Japon, plaçant ainsi ce pays en communications intimes avec le monde.

NOTE.—Le rapport détaillé du Ministre LOOMIS, sur les cérémonies faites à l'occasion de l'inauguration de l'Entrepôt d'Echantillons à Caracas, vient d'être reçu du Département d'Etat, et il a été publié en entier dans les premières pages des Rapports Consulaires des Etats-Unis. On regrette beaucoup que le rapport ait été reçu trop tard pour être publié dans le numéro courant du BULLETIN MENSUEL.

SYSTÈME DE TRAMWAYS ÉLECTRIQUES À CARACAS.

Les Miscellanées Commerciales dans le BULLETIN du mois de février, contiennent une notice annonçant que la concession qui était accordée en juillet 1896, pour l'installation d'un système de tramways électriques dans la ville Caracas, a été annulée, parce que les concessionnaires n'ont pas rempli les termes du contrat.

Le Bureau a reçu une communication de M. EUGENIO MENDOZA, administrateur de ladite entreprise, dans laquelle il dit que la concession n'a pas été annulée, mais que le 25 october 1897, on a accordé une prorogation de quinze ans, se terminant en 1915, avec autorisation d'employer la force électrique.

CULTURE DU CAFÉ DANS LES ILES HAWAÏ.

Les premières pages des Rapports Consulaires des Etats-Unis contiennent un rapport détaillé sur le sujet ci-dessus, écrit par WILLIAM HYWOOD, Consul des Etats-Unis aux Iles HAAWAÏ. Le rapport contient une évaluation des dépenses de la production

caféière dans ces Iles, publié par le Département des Affaires Etrangères. Cette estimation et les observations de M. HAYWOOD ici publiées peuvent être d'intérêt aux personnes engagées dans la production du café dans les contrées de ce continent.

L'estimation suivante est extraite d'une brochure publiée par le Département des Relations Extérieures d'Hawaï. Cette évaluation renferme le coût d'une plantation de 100 acres, dont 75 plantées de café, depuis la première jusqu'à la septième année, quand on suppose que les recoltes dédommageront les dépenses premières et produiront un solde. Cette brochure, publiée en 1896, a dû être basée sur des faits très positifs, mais un examen des entrevues que j'ai eues sur ce sujet ne peuvent manquer de convaincre le lecteur que la production estimée a été obtenue. La seule observation que je désire faire est à propos du salaire accordé au régisseur. On calcule sur un salaire de $1,200 par an, sans faire ancune prévision pour les dépenses ordinaires de la vie du régisseur. D'abord, je ne crois pas possible qu'on puisse obtenir un régisseur compétent pour $1,200 por an qui prenne la direction de 75 acres de café et les fasse produire la récolte estimée. Si le propriétaire les administre lui-même la somme spécifiée suffira pour son entretien et l'emploi casuel d'un homme compétent pour surveiller le travail plus important, tel que le plantage, etc. On verra que cette évaluation exige un capital de $1,200.

Évaluation des dépenses de l'établissement d'une plantation caféière de 75 acres et de son maintien de la 1ère à la 7e année.

PREMIÈRE ANNÉE.

Achat de 100 acres de terres publiques, à $10 par acre	$1,000	
Maison du régisseur et réservoir d'eau	600	
Logements des ouvriers et réservoir d'eau	350	
Défrichage de 50 acres de terrain, à $20 par acre	1,000	
Clôture	300	
Achat de 65,000 plantes de café d'un an, à $5 par mille	325	
Alignement, creusage et plantage de 50 acres	600	
Salaire du régisseur, un an	1,200	
Gages de six Japonais, pour un an, à $15 par mois	1,080	
Achat d'outils et de pépinières	500	
		$6,955

DEUXIÈME ANNÉE.

Salaire du régisseur	1,200	
Gages de six Japonais	1,080	
Travail en sus, alignement creusage et de plantage de 25 acres.	300	
Divers	500	
		3,080
		10,035

TROISIÈME ANNÉE.

Salaire du régisseur	$1,200	
Gages de neuf Japonais	1,620	
Bâtiment pour décortiquer et sècher le café	500	
Machine pour décortiquer avec engin et chaudron	500	
Travail en sus pour la cueillette, la décortication et le desséchement de 20,000 livres de café (50 acres), à 4 cents par livre	800	
Pour peler, brunir et assortir 20,000 livres de café, à 1 cent la livre	200	
Divers (sacs, fret, etc.)	250	
		$5,070
		15,105

CRÉDIT.

Par la vente de 20,000 livres de café, à 18 cents	3,600
	11,505

QUATRIÈME ANNÉE.

Salaire du Régisseur	1,200	
Gages de neuf Japonais	1,620	
Travail en sus pour la cueillette, la décortication et le desséchement :		
50,000 livres de café (50 acres), à 4 cents par livre	2,000	
10,000 livres (25 acres) de café de plantes de trois ans	400	
Pour peler, brunir et assortir 60,000 livres, à 1 cent la livre	600	
Divers (sacs, fret, etc.)	400	
		6,220
		17,725

CRÉDIT.

Par vente de 60,000 livres de café, à 18 cents	10,800
	6,925

CONQUIÈME ANNÉE.

Salaire du régisseur	1,200	
Gages de neuf Japonais	1,620	
Cueillette, décortication et desséchement de 60,000 livres de café (50 acres) et 25,000 livres (25 acres), à 4 cents	3,400	
Pour peler, brunir et assortir 85,000 livres, à 1 cent la livre	850	
Divers (sacs, frets, etc.)	500	
		7,570
		14,495

CRÉDIT.

Par la vente de 85,000 livres de café, à 18 cents	15,300
Solde	905

SIXIÈME ANNÉE.

Salaire du régisseur	$1,200	
Gages de neuf Japonais	1,620	
Cueillette, décortication et desséchement de 75,000 livres de café (50 acres) et 25,000 livres (25 acres), soit 100,000 livres, à 4 cents	4,000	
Pour peler, brunir et assortir 100,000 livres, à 1 cent	1,000	
Divers (sacs, fret, etc.)	1,000	
		$8,820

CRÉDIT.

Par la vente de 100,000 livres de café, à 18 cents	18,000
Solde en faveur de la plantation	10,085

SEPTIÈME ANNÉE.

Salaire du régisseur	1,200	
Gages de douze Japonais	2,160	
Cueillette, décortication et desséchement de 125,000 livres de café, à 4 cents	5,000	
Pour peler, brunir et assortir 125,000 livres, à 1 cent	1,250	
Divers (sacs, fret, etc.)	1,200	
		10,810

CRÉDIT.

Par la vente de 125,000 livres de café, à 18 cents	22,500
Solde en faveur de la plantation à la fin de la septième année	21,775

APPAREILS ÉLECTRIQUES DANS L'AMÉRIQUE LATINE.

Dans cette période du développement de l'électricité sous ses différentes formes, les Etats-Unis ne sont pas en arrière, mais en réalité ils devancent tous les autres pays dans l'introduction de ses manufactures de ce genre, dans toutes les parties du monde. Ce fait se vérifie surtout par rapport aux pays de l'Amérique latine.

Dernièrement, les compagnies engagées dans la manufacture d'appareils électriques ont reçu des commandes pour l'installation d'une fabrique de papier au Brésil, et des fabriques de papier à San Rafael au Mexique. Une fabrique d'une force de 1,000 chevaux, élevée par des capitaux américains à San Ildefonso, dans le voisinage de la Cité de Mexico, sera bientôt inaugurée. En

; des fabriques indiquées, plusieurs autres ont été et seront ılies sous peu au Mexique.

.a ville de Valparaiso, Chili, a fait appel à plusieurs compagnies Etats-Unis pour des soumissions pour l'établissement d'une ique d'éclairage à l'électricité et de la production de force trique dans cette ville. Ceux à qui ce contrat sera adjugé ɔnt pour $150,000 pour l'envoi seul de machines électriques.

3ANQUE INTERNATIONALE AMÉRICAINE.

Jn projet de loi pour la création d'une banque Internationale -Américaine a été soumis à la considération du Congrès des ts-Unis. Cette enterprise très louable est fortement recomıdée par l'Association Nationale des Manufacturiers, et rera en toute probabilité la sanction du Congrès. Cette entree, qui fut le sujet de discussion à une réunion de l'Association ionale des Manufacturiers, qui a eu lieu récemment à New k, fut approuvée à l'unanimité par cette corporation.

.a banque sera établie sur les mêmes bases que les autres bans internationales, comme celles de "The London and River te; du Crédit Lyonnais et de la Hongkong and Shanghai ık of London." Les bureaux principaux seront établis à w York et à Washington, avec succursales dans les principales es des Républiques de l'Amérique latine. Le capital de la que sera de $5,000,000, et conformément au projet, cette ıme sera souscrite entièrement par des capitalistes du continent ɛricain.

Comme il n'existe à présent aucune banque américaine, ni dans mérique Centrale, ni dans l'Amérique du Sud, et que le change e l'étranger ne peut s'effectuer que par l'intermédiaire des villes opéennes, il n'est pas difficile de se rendre compte des désavanes contre lesquels le commerce des Etats-Unis avec ces pays a ıtter.

-e rapport, tel qu'il a été soumis au Congrès par le comité rgé de la présentation de ce projet de loi, est le suivant:

'e comité croit que parmi tous les projets entrepris pour l'extension du comce inter-américain qui ont été soumis à sa considération, il n'existe aucun ait plus d'importance fondamentale que celui ayant pour but l'établissement

d'une banque internationale américaine, et qu'en effet l'avenir des relations commerciales entre l'Amérique du Nord, du Sud et du Centre, dépendra autant du développement et de l'établissement de banques internationales que de toute autre condition. C'est l'opinion de ce comité que la question du change international vient tout de suite après la question de transport, si elle lui est inférieure.

MISSION ANGLAISE SPÉCIALE DANS L'AMÉRIQUE DU SUD.

On a parlé dans le BULLETIN MENSUEL du mois de février d'une commission qui, agissant sous les auspices du gouvernement anglais, devait être envoyée dans l'Amérique du Sud pour examiner les conditions commerciales existant dans les différentes contrées, en vue d'augmenter davantage le commerce anglais.

L'Honorable M. HENRY L. WILSON, Ministre des Etats-Unis au Chili, a envoyé récemment au bureau une communication annonçant que M. GEORGE WORTHINGTON, un des membres de la Mission, venait d'arriver et qu'il était au Chili.

M. WILSON dit aussi que les instructions données à ce délégué sont très étendues et qu'il doit faire des études soignées sur les conditions commerciales du Chili, et sur les usages et les goûts des habitants des autres pays importants de l'Amérique du Sud, ainsi que sur les prix courants, les facilités de transport et autres sujets de ce genre. On lui a aussi donné des instructions pour opérer des changements et des améliorations dans les méthodes commerciales de l'Angleterre qui lui sembleront propices à augmenter son commerce avec ces pays. L'importance qu'on attache à cette Mission et l'autorité dont elle est revêtue, témoignent des efforts actifs que l'on fait pour l'extension commerciale de l'Angleterre avec l'Amérique du Sud.

LES INDUSTRIES TEXTILES DANS L'AMÉRIQUE ESPAGNOLE.

Les informations publiées ci-dessous, relatives aux industries textiles de l'Amérique du Sud et du Mexique, de même qu'aux importations de cette classe dans les différentes contrées, ont été compilées (sur la demande d'un Journal de commerce à Charlotte,

S. C.) par le Bureau du Commerce Extérieur du Département d'Etat qui en a envoyé un exemplaire au Bureau des Républiques Américaines.

MEXIQUE.

D'après "Les Finances des Etats-Unis Mexicains," par Prosper Gloner, Berlin, 1896, il existait au Mexique, à l'époque de la compilation de ces statistiques, 98 filatures de cotonnades, et 28 filatures de lainages, représentant en machines et en bâtiments une valeur de $17,392,786 (argent mexicain). Ces filatures employaient 21,963 ouvriers et 370,570 fuseaux, et 12,451 métiers de tisserands étaient en opération. La production annuelle s'élevait à 3,890,300 pièces de toile de coton blanche commune; à 2,077,825 pièces de percale, de mousseline, etc.; à 188,500 couvertures de lit et à 322,975 tapis, etc. Il y a à Orizaba une grande filature de chanvre.

En 1896, les importations du Mexique étaient comme suit: l'Angleterre, £814,397; l'Allemagne, $951,524; la France, $1,610,600; la Belgique, $14,282; les Etats-Unis, $814,094.

COLOMBIE.

On rapporte dans l'Annuaire du Commerce, publié par le Bureau des Républiques Américaines, que dans le Département de Cauca on fabrique des cotonnades et des lainages ordinaires, de même que dans les départements de Cundimarca, de Boyaca, d'Antoiquia et de Bolivar. Dans Santander on fabrique des quantités considérables de mouchoirs, de couvertures de lit en coton, de serviettes, de hamacs, de sacs en chanvre, etc.

Les importations de tissus en 1896 étaient: L'Angleterre, £1,041,838; la France, $1,439,000; les Etats-Unis, $169,941. Il n'y a aucun rapport sur le commerce avec l'Allemagne et la Belgique.

VENEZUELA.

Les importations de plantes textiles pour le Venezuela en 1896 étaient: L'Angleterre, £654,967; l'Allemagne, $487,662; la France, $85,499; les Etats-Unis, $702,541. On ne peut obtenir aucun rapport sur les manufactures locales.

BRÉSIL.

M. le Ministre THOMPSON, dans un rapport publié dans les "Relations Commerciales," 1895–96, dit qu'il y a de nombreuses filatures de coton dans le pays qui fabriquent des cotonnades ordinaires. Il y en a plusieurs à Petropolis. La filature de Cachoeira dans l'Alagoas, qui existe depuis trois ans, a payé la première année un dividende de 48 pour cent; la seconde année elle a payé 50 pour cent et la troisième 40 pour cent. Elle emploie 480 tisserands et a produit l'année dernière 122,783 pièces de toile de coton. Les machines ont coûté 364,445 milreis (ou $72,889 en basant la valeur du milreis à 20 cents); les bâtiments pour la filature, 192,000 milreis, et divers 17,378 milreis. L'entreprise est protégée par un droit d'exportation sur le coton brut, et par des droits d'importation élevés sur les cotonnades.

Les statistiques suivantes d'importations de plantes textiles (pour 1893) sont extraites de l'Annuaire du Commerce et des statistiques officielles allemandes:

Valeur des importations provenant des pays ci-dessous:

Angleterre	$20,100,210
Etats-Unis	1,512,248
France	3,103,171
Allemagne	5,150,600

URUGUAY.

Les importations de plantes textiles dans l'Uruguay en 1896 étaient: Angleterre, £314,551; Allemagne, $870,128; France, $458,200; Belgique, $59,863; Etats-Unis, $179,858. Il n'y a pas de rapport sur les filatures nationales.

RÉPUBLIQUE ARGENTINE.

Dans un rapport de Buenos Ayres, publié dans les Rapports Consulaires pour le mois d'avril 1896, le consul dit que les industries textiles sont encore à peine établies dans le pays. Il n'y a qu'une seule grande filature de lainages à Buenos Ayres qui manufacture des couvertures, des flanelles, et des draps pour vêtements de soldats. Il y a plusieurs établissements pour la production d'articles en tricot. La valeur des importations annuelles en tissus de laine, de coton et de fil s'élève à une moyenne de $30,000,000.

Un rapport du Ministre BUCHANAN (Rapports Consulaires, avril 97) fournit les chiffres suivants sur les importations de plantes xtiles en 1896, provenant de pays étrangers (en kilos de 2.2046 res), les valeurs étant données ci-dessous:

	Kilos.	Valeurs.
ats-Unis	616, 724	$316, 896
yaume Uni	12, 644, 750	£3, 016, 290
lemagne	1, 635, 240	$2, 938, 602
ance	1, 263, 890	$3, 352, 796
lgique	1, 113, 430	$970, 796
lie	1, 991, 823	.....

Ces valeurs ont été trouvées dans les statistiques officielles des fférentes contrées, à l'exception de l'Italie.

PARAGUAY.

Les importations en 1896 étaient: Angleterre, £3,481; Allemagne, $28,610. Aucune importation de France et des Etats-nis.

CHILI.

Les importations de plantes textiles de l'Angleterre en 1895 aient évaluées à £700,000 environ; celles des Etats-Unis à 582,542; celles d'Allemagne à $2,832,200; de Belgique 896) à $150,400; de la France (1896) à $1,216,200. On ne eut obtenir aucun rapport sur les manufactures nationales.

BOLIVIE.

L'Annuaire du Commerce, ci-dessus cité, estime la valeur des nportations de plantes textiles, passant par la douane de La Paz, n 1895, à $218,381. Les importations de plantes textiles par le ort de Mollendo, Pérou, s'élevèrent à 366,977 kilogrammes. es importations par le port d'Antofagasta, Chili, s'élevèrent à ,820,713 kilos; par Tupiza, à $5,440. Il n'y a pas de rapport ur les industries textiles nationales. Les importations de coton-ades des Etats-Unis s'élevèrent à $2,000 en 1896. Les impor-ations de plantes textiles d'Allemagne pour la même année rent évaluées à $187,733. Les importations de la Grande Bre-gne, de la Belgique et de la France ne sont pas données dans s statistiques officielles de ces contrées.

PÉROU.

Un rapport consulaire belge dit qu'il y a deux filatures de coton au Pérou. La Peruvian Cotton Manufacturing Co., Ltd., à Vitarte, a un capital de £130,000 et fut fondée en 1847. Elle fabrique des toiles écrues, et produit annuellement 2,500,000 mètres. La Fábrica de Tejidos de Algodón est située à Ica, avec un capital de £10,000, et fabrique aussi des toiles écrues. Il y a trois filatures de lainages; celles de Santa Catalina, à Lis; de Lucre, à Cuzco, et celle d'Urcon, dans le Département d'Ancachs.

En 1896, les importations de plantes textiles étaient: Angleterre, £687,354; Allemagne, $994,462; Belgique, $14,362; France, $63,400; Etats-Unis, $141,86

EQUATEUR.

Les cotonnades, dit l'Annuaire du Commerce, sont tissées dans des maisons particulières ou dans de petits ateliers. A Chillo, il y a une petite filature de drap. En 1895, les importations de textiles étaient: Angleterre, £284,684; Allemagne, $235,858; France. $7,070; Etats-Unis, $53,000.

MISCELLANÉES COMMERCIALES.

RÉPUBLIQUE ARGENTINE.

Construction de Chemins de Fer. On apprend par les statistiques officielles que pendant l'année 1897 il a été ouvert au trafic dans la République Argentine, 588 milles de chemin de fer, comparativement à 70 milles seulement en 1896, et à 304 milles en 1895. Des lignes terminées en 1894, quarante-cinq seulement furent à voie étroite. L'activité constatée dans la construction pendant l'année se borne presque entièrement aux provinces australes. La ville de Buenos Ayres a actuellement en opération, 240 milles de lignes de tramways.

L'industrie du Quebracho. Les tanneurs des Etats-Unis n'apprécient pas la valeur du québracho comme on l'apprécie en Europe, où il est employé systématiquement par un grand nombre de tanneurs. Le québracho pousse le plus abondamment dans l'Argentine; des quantités considérables sont aussi trouvées dans le Paraguay. Son importance comme article d'exportation augmente d'année en année, à cause de sa valeur reconnue par le commerce comme ingrédient pour mélanger avec d'autres dissolutions employées dans la tannerie. La proportion de sa propriété pour la tannerie, en comparison avec l'écorce de

chêne, est la suivante: québracho, 12 pour cent; écorce de chêne, 10 pour cent. La principale dépense qu'occasionne ce bois est pour l'abatage et le transport jusqu'au point de départ. Comme ce bois est le plus dur de tous, l'abatage nécessite l'emploi d'outils d'une qualité spéciale. Quand ce bois est employé pour la tannerie, il est coupé en blocs de cinq ou six pieds de longueur et ensuite recoupé, avec une scie circulaire, en pièces de trois pouces d'épaisseur. Ces sections sont placées dans une machine pourvue d'une plaque en acier, garnie de nombreuses dents, et qui tourne avec une grande rapidité, convertissant le québracho en une espèce de bran de scie, forme sous laquelle il est employé dans la tannerie.

BRÉSIL.

Commerce Direct avec l'Italie.

La Chambre de Commerce de Milan, par suite de l'action prise par les Etats-Unis, la Grande-Bretagne et par d'autres pays, fait des efforts pour augmenter le commerce direct entre l'Italie et le Brésil et les autres pays de l'Amérique du Sud. On apprend par le "Moniteur Officiel du Commerce" (Paris) du 13 février, que M. MALDIFANI, Directeur du Musée Commercial de Milan, sera envoyé au Brésil pour étudier les meilleurs moyens de faire l'exportation directe de marchandises, au lieu de *via* Paris et Hambourg, comme elles arrivent à présent.

Ligne de Démarcation entre le Brésil et la Guyane Française.

Pendant le mois de février dernier, la Chambre française nomma une commission pour examiner un traité approuvé et conclu le 10 avril 1897, entre le gouvernement français et le gouvernement du Brésil, ayant pour objet la détermination finale par l'arbitrage, de la ligne de démarcation entre la République du Brésil et la Guyane française. Le personnel de la Commission est le suivant: M. le Comte DE LANJUINAIS, MM. FLEURY-BAVARIN, ISAMBARD, THÉOPHILE GOUJON, DELONCLE, ISAAC, SIBILLE, LE MYRE DE VILERS, FLOURENS, LEMOIGNE, et AUDIFFRED. M. LE MYRE DE VILERS a été choisi président de la Commission, et M. ISAAC, secrétaire.

Droit de Phare et de Docks.

Aux termes d'une disposition inscrite dans la loi budgétaire pour 1898, tous les vaisseaux entrant dans les ports brésiliens devront acquitter en or les droits de phare et de dock, au lieu de, comme autrefois, en monnaie locale. La taxe additionnelle de 10 pour cent perçue jusqu'ici sur tous les vaisseaux ne sera plus exigée que des bâtiments étrangers.

Droit sur les Dividendes de Banques, etc.

Conformément au décret du 24 décembre 1897, la taxe de 2½ pour cent perçue sur les dividendes des banques, compagnies et sociétés anonymes ayant un siège au Brésil, s'applique non seulement aux établissements ayant leur siège dans la capitale fédérale, mais à tous ces établissements qui se trouvent au Brésil.

CHILI.

Manufacture Textile.

Le Président de la République a promulgué, sous date du 3 janvier 1898, un décret voté récemment par le Congrès National, ar plequel les cotons filés et les instuments et machines nécessaires

dit que c'est la première cargaison de cette classe qui soit jamais partie de timore à destination d'un port chilien. Les houillères du Chili austral sont vastes et ont été travaillées sur une échelle considérable pendant plus années, mais malgré ceci la plus grande partie du charbon est importé l'Angleterre et de l'Australie en bateaux qui viennent chercher dans ces des cargaisons pour le voyage du retour. Le charbon chilien est bitumine propre au chauffage des vapeurs océaniques, aux chemins de fer, aux fabri et même à la manufacture du gaz. Le manque de travailleurs compéten pays a empêché grandement l'exploitation de ce produit. De nombreuses tatives ont été faites pour l'importation de mineurs européens pour l'exploit des mines, mais ces tentatives n'ont pas été heureuses, le labeur étranger trouvé bien plus cher que celui des indigènes.

Développement de Magallanes.

Selon le rapport fait par le Señor GUERRERO, qu envoyé par le Gouvernement du Chili pour faire rapport sur les conditions commerciales existantes dans le territoire de Ma lanes, on constate qu'un développement remarquable a eu lieu dans cette pa reculée de la République. Le développement commercial commença en 1 avec l'introduction dans le pays de moutons des Iles Falkland. Le Se BACUÑAN évalue le bétail et les améliorations dans le territoire de la fa suivante: Bétail, $615,360; chevaux, $366,520; moutons, $4,557,830; fil fer pour clôture, $777,374; bâtiments, $1,250,458; et établissements indu triels, $133,000. Les exportations de laine en 1896 s'élevèrent à 3,205,6 livres. A la même année 70,000 moutons gelés furent exportés, et il est avé par une autorité digne de foi, que cette dernière industrie promet un dévelop ment important et avantageux.

Règlements Relatifs aux Factures Consulaires et aux Connaissements.

Le Consul CAPLES à Valparaiso transmet au Départ ment d'Etat, sous date du 29 janvier 1898, les règl ments suivants relatifs aux factures consulaires et au connaissements règlant les marchandises à destination des ports chiliens:

(1) Les connaissements de vaisseaux arrivant aux ports de la Républiq devront être certifiés par les consuls chiliens aux ports d'embarquement.

(2) Quand les manifestes détaillés seront présentés aux douanes, ils devro

valeur du tarif établi par la loi consulaire du 4 mars 1897, article vingt, et sera perçue par la douane.

(4) Cet acte entrera en vigueur trois mois après la promulgation pour les consulats sud-américains, et six mois pour tous les autres.

COSTA RICA.

Notes Industrielles.

La Ligne de Bateaux à Vapeur de Costa Rica, qui fait le service entre la Nouvelle Orléans et Limon, a été beaucoup améliorée par l'acquisition de deux grands nouveaux navires, *Alps* et *Andes*. Ces navires portent le drapeau anglais et feront tous les vendredis un service hebdomadaire de la Nouvelle Orléans et de Limon, réciproquement.

La Compagnie de Force Motrice et d'Eclairage Electriques, ayant été établie à Londres au capital de £130,000, le "Journal Commercial de New York" dit, dans son numéro du 4 avril, que, d'après les informations reçues, on établira l'électricité dans cette République pour l'appliquer à toutes les affaires en général. La compagnie se propose de faire construire plusieurs petits chemins de fer et d'installer la lumière électrique, ainsi que la force motrice. On ne peut obtenir d'autres informations en ce moment parce que les conditions de l'entreprise ont été seulement arrêtées le 10 du mois dernier. Par suite de la proximité de Costa Rica et des Etats-Unis, on croit que la compagnie achètera sur ce marché la plupart des matériaux dont elle aura besoin. Un autre avantage en faveur des fabricants américains de machines et d'accessoires électriques est le bas prix de ces produits, ainsi que la bonne qualité et la réputation dont ils jouissent. On a déjà établi dans Costa Rica trois usines pour la production de l'électricité, et le principal établissement s'est réuni à la Compagnie d'Eclairage et de Force Motrice Électriques.

Conformément aux informations publiées par le journal "London Financial News," les fonds exigés pour l'amortissement du service de la dette extérieure de Costa Rica ont été placés au crédit du gouvernement à Londres depuis le mois de février dernier, et le paiement de l'intérêt dû, le 1er avril, a été promptement fait.

GUATÉMALA.

Récolte Caféière.

M. BEAUPRÉ, consul général au Guatémala, donne l'information satisfaisante, dans un rapport du 5 mars 1898, que l'industrie et le commerce au Guatémala se rétablissent. La récolte caféière sera bien plus grande qu'on ne s'y attendait et les prix de cette denrée sont en hausse. Les cargaisons de café expédiées des ports jusqu'aujourd'hui, montrent en moyenne, une augmentation considérable sur celles pour la même, période de l'année dernière. L'importance de cette récolte et la hausse en prix assurent l'amélioration de la condition financière de cette République.

MEXIQUE.

Salle d'Échantillons.

Le Consul des Etats-Unis, M. MAGILL, informe le Département d'Etat, sous date du 20 janvier 1898, qu'il y a dans le Consulat à Tampico une salle qui pourrait servir à l'exposition

d'échantillons de marchandises vendables dans les marchés du Mexique, tels que céréales, savons, coutellerie, papier à écrire ou autres articles de maniement facile. "Si les fabricants désirent en profiter," écrit Mr. MAGILL, "Je prendrai plaisir à inviter les commerçants de l'endroit à venir examiner les produits et j'expliquerai de mon mieux leurs bonnes qualités. Naturellement, les dépenses de fret et d'expédition devront être payées au port d'envoi." Le Département d'Etat a donné son approbation à l'idée du consul MAGILL, et a autorisé sa mise en exécution autant que possible, pourvu toutefois que tous les frais soient payés par les expéditeurs d'échantillons et qu'aucune dépense ne soit encourue par le Consulat. En vue du projet de l'Association Nationale des Manufacturiers d'établir au Mexique, aussi bien qu'ailleurs, des entrepôts permanents pour l'exposition des manufactures et des produits américains, le plan proposé par le Consul MAGILL devrait se recommander aux commerçants des Etats-Unis, comme travail préliminaire de l'Association.

Dépôts d'Étain.

Un correspondant écrivant du Mexique au Journal "Ressources des Pays Modernes," informe qu'il existe dans plusieurs endroits de cette République des dépôts considérables d'étain, le plus souvent de la qualité de Cornwall. Ces dépôts se trouvent dans les Etats de Guanajuato, de San Luis Potosi et de Sonora. Dans l'état de San Luis Potosi, les roches de granit au sommet des montagnes de la Sierra de la Estañera, dans le district minier de Comanja, renferment du minérai d'étain en abondance, très riche qui, en certains cas, selon le correspondant, rapporte de 70 à 75 pour cent de métal. Dans l'Etat de Durango, ce métal est aussi trouvé en quantités considérables qui, avec le traitement nécessaire, ne pourra manquer de rapporter des bénéfices considérables, les minérais donnant de 35 à 75 pour cent de métal, le plus généralement sous formes d'oxydes.

Commerce en Bois d'Acajou.

Un correspondant au "Furniture Worker," journal publié à Cincinnati et à Chicago, écrit que par suite de la demande de meubles de luxe, plus chers que ceux exigés dans le passé, la vente du bois d'acajou est augmentée proportionnément. Une excellente qualité de ce bois est obtenue de Mexico, de Lagano et de Tabasco. Les forêts y sont très épaisses et le bois d'acajou s'y trouve en abondance. Le bois de Mexico est susceptible d'un très beau poli et l'on en fabrique les plus beaux meubles qui se trouvent actuellement dans les marchés. Avant l'insurrection dans l'île de Cuba, le bois d'acajou dur, tel qu'on se sert pour les bascules de chaises, venait de cette île, mais aujourd'hui on l'obtient de Santa Ana (Mexique), et qui prouve un bon remplaçant de l'article cubain. Il y a à présent, dans les marchés de Londres, une grande demande de ce bois, et les prix que l'on en réalise sont très hauts. Depuis le mois de juin 1896, les arrivages de blocs d'acajou ont été les suivants: 2,412 du Honduras; 200 du Nicaragua; 492 de Tabasco; 852 de l'Afrique, et 869 de Cuba.

Inauguration d'une Nouvelle Voie Ferrée.

M. le Consul CHARLES W. KINDRICK informe le Département d'Etat, sous date de Ciudad Juarez, le 25 anvier 1898, de l'inauguration officielle du chemin de fer de Rio Grande, de Sierra Madre et du Pacifique. La longueur de la ligne actuellement en opération est de 150 milles, à partir la Cité de Juarez, jusqu'aux Casas Grandes, dans

l'Etat de Chihuahua. On propose de continuer la ligne jusqu'à un point situé sur le Golfe de Californie, dans l'Etat de Sonora. L'idée est venue, il y a quelques années, d'un groupe de capitalistes des Etats-Unis qui en sont les plus grands actionnaires. Cette ligne ouvre à l'exploitation une section riche en ressources minérales et autres, qui était jusqu'ici presque inaccessible. Selon le Consul KINDRICK, l'exploitation des forêts des montagnes de la Sierra Madre est encore dans son enfance; ces forêts, qui sont capables d'un développement immense, ne fournissent aujourd'hui que juste assez de bois pour suppléer aux demandes des marchés domestiques. Le district qui entretient la ligne produit annuellement 100,000 têtes de bétail.

PARAGUAY.

Demande de Machines pour la Décortication.

Dans un rapport récent transmis au "Foreign Office," le Consul anglais à Asunción, Paraguay, appelle l'attention sur la demande au Paraguay de machines pour la décortication. Il se trouve dans ce pays une variété de plantes textiles indigènes qui ne demandent que la préparation nécessaire pour être transformées en denrées commerciales. Le Caraqueta, une espèce d'ananas sauvage en est une; il pousse profusément mais ne reçoit ancune culture. On peut en dire autant de la ramie. La culture de cette dernière plante a été abondonnée à cause du manque de machines améliorées pour son développement, bien qu'elle pousse abondamment au Paraguay.

PÉROU.

Produits des Etats-Unis.

Le Consul DICKEY écrit de Callao, sous date du 12 janvier 1898, que les principaux articles importés des Etats-Unis au Pérou sont: Pétrole raffiné, bois de charpente, traverses de chemin de fer, machines (agricoles et pour l'exploitation minière), huiles, lard, eaux de Floride, couleurs, cordages, térébenthine, verrerie, résine, graisses, outils, machines à coudre et quelques bicyclettes. Les exportations principales de la côte occidentale sont le bois de pin et les traverses de chemin de fer, mais le consul fait mention de l'arrivée au mois d'octobre 1897, d'une cargaison de blé, expédiée de San Francisco, s'élevant à 125,358 boisseaux. C'est le seul envoi de blé des Etats-Unis au Pérou pendant ces quatre dernières années, le Chili étant le principal pays exportateur aux marchés péruviens. Le montant des importations de blé chilien au Pérou pendant l'année 1897 s'éleva à 22,613,723 kilogrammes. La première chose que doivent faire les Etats-Unis pour s'attirer le commerce du Pérou et des autres contrées de l'Amérique du Sud et du Centre situées sur le littoral du Pacifique, est, selon Mr. DICKEY, d'établir une ligne de bateaux à vapeur rapides partant de San Francisco.

URUGUAY.

Conditions Commerciales.

Sous date du 4 février 1898, M. SWALM, consul des Etats-Unis à Montévidéo, écrit que, selon les meilleures informations, on estime que la tonte pour cette saison-ci, s'élèvera à 90,000 ballots,

dont 70,000 ont été presque entièrement expédiés aux marchés européens; 10,000 ballots sont encore emmagasinés et les 10,000 ballots restants sont invendus. La boucherie des animaux jusqu'au 3 février était la suivante:

Nombre d'abattus, jusqu'à cette date	101,261
Nombre d'abattus, même période de 1897	162,882
Nombre d'abattus, même période de 1896	137,002

Le Consul SWALM rapporte que la récolte de blé a été la meilleure depuis plusieurs années et que l'exportation aux marchés continentaux vient de commencer.

VENEZUELA.

Etablissement d'une Brasserie à Puerto Cabello.

Le Consul des Etats-Unis à Puerto Cabello écrit que les importations de bière au Venezuela s'élèvent à un chiffre purement nominal, et cesseront entièrement dans peu de temps à cause de l'établissement récent de brasseries à Caracas, à Puerto Cabello et à Maracaïbo. Des quantités considérables de bière étaient autrefois importées des Etats-Unis, de l'Angleterre, et d'Allemagne. A Puerto Cabello on a construit une brasserie, ayant une capacité pour la fabrication de 2,642 gallons par jour, montée avec des machines les plus améliorées, qui fabrique une bière de qualité excellente. La fabrique a coûté environ 200,000 de dollars et appartient entièrement à des capitalistes allemands. Le Brésil s'est aussi engagé dans cette industrie; une société anonyme allemande au capital de 3,500,000 de dollars ayant été organisée à Puerto Allegre, Rio Grande do Sul, ayant pour objet l'établissement de brasseries.

PRODUCTION VITICOLE DANS LES RÉPUBLIQUES AMÉRICAINES.

Les données suivantes, relativement à la production viticole dans les différentes contrées du continent américain, sont extraites d'un rapport publié dans un récent numéro du "Moniteur Viticole," sur la production viticole du monde entier en 1897, avec les chiffres correspondants pour 1896:

	Gallons.	
	1897.	1896.
Etats-Unis	25,234,000	14,960,000
Mexique	1,320,000	1,546,000
République Argentine	31,680,000	34,980,000
Chili	61,600,000	37,460,000
Brésil	8,580,000	10,450,000

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TRADE RELATIONS IN AMERICA.—XI.*

INTERNAL RESOURCES OF THE NORTHERN PART OF SOUTH AMERICA.

The territorial resources of the West Indies having been considered in the MONTHLY BULLETIN for April, the study of the resources of those countries composing the northern part of South America, i. e., the Republics of Colombia and of Venezuela, the European possessions in Guiana, the Dutch island of Curaçao, and the British colony of Trinidad would naturally follow.

From a geographical point of view, since the Isthmus of Panama serves as a connecting link between Central and South America, the Republic of Colombia, with its great Atlantic shore line, its coast bathed by the Pacific, and its ports of Colon and Panama on the two oceans, merits special attention. As is the case with most of the Spanish-American countries, the population of Colombia is not in keeping with its territorial extent. Rich in agricultural products and minerals, its export trade is confined solely to the exchange of these for the products of industry, which it receives principally from France, England, the United States, Germany, Spain, and Italy.

*The first article of this series, by the late JOSEPH P. SMITH, Director, was published in the MONTHLY BULLETIN for July, 1897. The series will be continued by various contributors on the lines laid down by Mr. SMITH.

Nothwithstanding the mountainous condition of the country, which prevents the development of internal communication, Colombia has succeeded in establishing fluvial navigation principally by the Magdalena River, and by several lines of railroad at present in operation, such as the railway from Colon to Panama, uniting the Atlantic and the Pacific, 47 miles in length; the railroad from Santa Marta to Sabanilla, called Puerto Colombia, 46 miles long, which will be extended to Heredia, on the Magdalena; that from Barranquilla to Sabanilla, 16 miles; from Cartagena to Calamar, 65 miles; the Cauca Railway, from Buenaventura to San José, 21 miles, which it is proposed to extend to Cali, 64 miles; the Antioquia line, from Puerto Barrio to Monos, 32 miles, which will be extended to Medellin, 91 miles; that from Yeguas to Honda, 15 miles, which it is expected will be carried to La Maria, 7 miles; the Sabana Railway, from Facatativá to Bogotá, 24 miles; the Girardot line, from this point to Juntas de Apulo, 24 miles, which will be carried to Madrid, 48 miles farther; the Cucuta line, from this place to Puerto Villa Mizar, on the Zulia River, 34 miles, which it is expected will be extended to the border of Venezuela; and the Northern Railway, from Bogotá to Zipaquirá, 31 miles. Of these lines, the Cartagena, Panama, and Cauca are owned in the United States; the Northern line and the Girardot are national; the Antioquia line belongs to the Department of that name; the Sabaná and the Cucuta roads are Colombian, and the rest are English.

The principal ports of the Republic are: on the Atlantic, Rio Hacha, Santa Marta, Sabanilla or Puerto Colombia, and Cartagena; on the Pacific, Buenaventura and Túmaco; and on the Isthmus, Colón and Panama. These latter are free ports through which the greater part of the commerce of the eastern coast of the United States with the western coast of Central and South America is carried on. The following lines of steamers touch at the ports of Colombia: At Colón, the Panama Railroad Steamship Line from New York, the Royal Mail, the Compagnie Général Transatlantique, the West Indies and Pacific, and the Harrison, which touch at New Orleans; the Hamburg American, the Transatlántica Española, from New York, and the Veloce. The steamers of the South American Steamship Company, the North American Navigation Company, and the Pacific Mail

:amship Company touch at Panama. The first two lines ply ween Panama and the Pacific coast of South America, and the ers between San Francisco, Cal., and Panama, touching at ts of Mexico and Central America. The following lines run other ports: The Barranquilla Steamship Company, plying ween New York and Barranquilla, returning via Cartagena; Atlas Line, which, plying between New York and Sabanilla, ches at Cartagena on the return trips; the West Indian and cific, sailing between Liverpool and Puerto Colombia, and nce to New Orleans by way of Colón and Cartagena; the arrison Line, having the same itinerary; the Transatlántica pañola, from New York to Puerto Colombia, touching at Car- ena, Colón, and Havana; the Compagnie Générale Transat- tique, the Royal Mail, the Veloce, and the Hamburg American ne.

Trade with places having no railroad facilities is carried on er wagon roads and bridle paths, a circumstance which should ays be taken into account and never lost sight of by shippers packing their goods. Considering the necessity of crossing the ades, which run through the entire country, it is easy to com- hend that the methods of putting up merchandise should con- m to the transportation facilities; that the goods should be sent small packages, of relatively little weight, securely packed, so at they may be easily transported on mules or in wagons.

The principal products of Colombia are coffee, which grows in undance, and which is generally known in the American mar- t as "Sabanilla;" cacao, sugar cane, bananas of all kinds, cotton, ligo, tobacco, vanilla, fruits of all kinds, building and cabinet oods, vegetable ivory, dyewoods and medicinal plants, fibers, .; gold, silver, emeralds, iron, petroleum, and many other inerals. As regards industries, the few that exist are only of al importance and barely produce sufficiently for local con- mption.

The trade of Colombia through the port of Barranquilla for e year ending December 31, 1896, according to the report of e United States Consul at that port, Mr. JOHN BIDLAKE, reached e figures following:

ports	$8,870,993
ports	9,644,398

Great Britain, the largest exporter to Colombia, figures in the list with $3,396,223; then follow in regular order the United States, with $1,751,991; Germany, with $1,719,163; France, with $1,502,583, and then Spain and Italy. Colombia's exports to Europe were to the value of $7,286,659, and to the United States, $2,357,739. These figures refer only to the port of Barranquilla. Mr. VICTOR VIFQUAIN, United States consul at Panama, in a report dated September 13, 1896, published in the "Commercial Relations of the United States," 1895–96, says that from the meager data available, as nearly as he can judge, the value of importations into the Department of Panama is about $2,250,000 per annum at the ports of Panama, Colon, and Bocas del Toro. The imports are made up almost entirely of manufactured products. All the flour and lumber come from the United States. The United States occupies the first place in the list of nations exporting to the Isthmus; next follow England, Germany, France, China, Japan, Italy, and Spain. In a supplementary report, dated December 4, 1896, the same consul, upon sending several statistical tables, says: "The Panama table shows that about one-third of the imports come from the United States; the same holds good for Colon, while Bocas del Toro receives all of its imports from the United States. This latter place sends practically everything to the United States, and Colon nearly three-fifths thereto. About one-half of the exports of Panama go to the same country."

The internal resources of Venezuela are incalculable, and her geographical position, situated as she is in the center of the northern part of the South American continent, peculiarly adapts her to the establishment of a closer trade with the United States. The Caribbean Sea bathes her extensive coast, and all the ports through which her foreign commerce is carried on are located thereon. La Guaira is the principal port of the Republic, with a magnificent breakwater to which vessels moor; Puerto Cabello, Carúpano, Cumaná, Guanta, Maracaibo, on the lake of the same name, through which all the transit trade of the interior of Colombia is carried on; La Vela de Coro and Ciudad Bolivar, on the Orinoco, the most important river in Venezuela and the second in rank in South America, navigable for many miles and communicating with the Amazon. The only line of United States steamships engaged in the commerce between New York and

th American ports is the Red D Line, the steamers of which
: New York every ten days for La Guaira and Puerto
ello direct, calling at Curaçao, and carrying passengers and
ht for the said ports and for transshipment to Maracaibo and
. One of the ships of this line makes direct trips once
nth from New York to Maracaibo and Coro. The Spanish
satlantic Line, leaving New York once a month, after
ing at the Island of Cuba, proceeds to Puerto Cabello and
Guaira. The Dutch Line, which also calls at several ports of
Antilles, goes thence to La Guaira, Puerto Cabello, Carúpano,
aná, and Guanta, carrying goods for Ciudad Bolivar, Caño
rado, and Guiria, which are transshipped at Trinidad.
other steamship lines calling at the ports of Venezuela are
French Transatlantic, the Hamburg-American, the Spanish
satlantic, the Royal Mail, and the Veloce. The West India
Pacific, the Harrison Line, and the Prince Line, after touch-
it Barbados, Trinidad, La Guaira, and Puerto Cabello, call
uraçao, at Colombian ports, and on the return trip often at
Orleans.

ie topographical conditions of Venezuela have been a draw-
to the development of its means of internal communication.
all countries which are traversed by the Andes, the diffi-
s in the way of interior trade depend on the obstacles to be
ome.

ck of labor and capital, on the one hand, and on the other
atural wealth of the countries lying in the Torrid Zone, their
ty, their immense areas still uncultivated, covered with a
h of forest of exuberant vegetation, will be the principal
s of their slow progress until population increases, bringing
it necessities almost unknown.

othwithstanding these conditions, common to almost the whole
panish America, Venezuela has at this time in operation the
ving railroads: The line from La Guaira to Caracas, one of
most noteworthy engineering works in Spanish America, unit-
ie capital with the principal port of the Republic; the Gran
carril de Venezuela starts from the capital and, after crossing
ch valleys of Aragua, terminates at Valencia, capital of the
of Carabobo, where it joins the railroad from Valencia to
o Cabello, placing it in communication with that port; the

Central Railroad of Venezuela, which also starts from Caracas and goes eastward, eventually reaching the rich producing centers of Santa Lucia; the line from Caracas to Valle; the Bolivar Railroad, from Tucacas to Barquisimeto, which, by means of small steamers, connects at Tucacas with Puerto Cabello; the Barquisimeto line, running southwesterly; the line from Ceiba to Valera; that from Santa Barbara to Vijia; that from Encontrados to Fría; that from Carenero to San José; from Guanta to Barcelona; from Maiquetía to Macuto, and several projected lines. There are besides many wagon roads and mule paths.

Agriculture and stock raising constitute the principal wealth of Venezuela. The diversity of its climate, the fruitfulness of its soil watered by innumerable rivers, its immense plains constantly covered with abundant pasture, await only the impulse of capital and labor to produce the most gratifying results. The principal agricultural products are coffee, cacao, tonka beans, rubber, sugar, tobacco, indigo, and whatever the tropical zone produces. Its cattle resources are very great, and the want of proper means of communication with the interior of the country is all that has prevented its development. In spite of this, Venezuela supplies nearly all the Antilles nearest its coast and the Guianas with cattle on the hoof. The United States minister in Caracas, Hon. FRANCIS B. LOOMIS, in a report dated November 19, 1897, addressed to the Department of State, says: "The cattle industry of Venezuela is one that may become of enough importance at any time to constitute a menace to the American cattle trade. * * * The cattle industry is in its infancy here and there is excellent reason to think that it is capable of enormous development. The lands capable of furnishing good grazing are vast in extent."

There are 226 mines in the country, furnishing 42 different metals, the principal being gold, copper, besides asphalt, petroleum, urao, marble, salt, etc.

Venezuela's principal article of export is coffee, of which a great quantity is consumed in the United States, in whose markets it is known under the names of "Caracas" and "Maracaibo," the former of these embracing coffees from the center of the country exported through La Guaira, Puerto Cabello, and Cumaná,

and the "Maracaibo" brand embraces those from the Zulia and Los Andes region, Trujillo, Mérida, Tovar, Boconó, San Cristóbal, etc. The coffee exports from Venezuela to the United States, principally those from La Guaira and Puerto Cabello, which in 1888 amounted to 242,890 bags, decreased in 1893 to 3,718 bags, owing to the absence of a reciprocity treaty between 1892 and 1894. When the retaliatory duties of 1894 were repealed, the importation of these coffees again commenced to increase. The imports of coffee from Maracaibo, which also decreased considerably during that time, have again commenced to slowly increase, to the extent that nearly the whole crop from that locality now comes to this market.

The cacao of Venezuela also finds a ready sale in the United States, in whose markets it is known, like coffee, by the names of "Caracas" and "Maracaibo," the former embracing the cacao coming from Rio Caribe, Guiria, Carúpano, Río Chico, Higuerote, and other places on the eastern coast; the other grade comes from the states of Zulia and Los Andes. Hides and skins, rubber, tonka beans, dyewoods, and other products are also exported. From the nature of the exports it will be understood that the imports of Venezuela embrace all kinds of products of manufacturing industries in Europe and the United States; the principal imports from the latter country being wheat flour, lard, butter, kerosene oil, groceries of all kinds, oils and paints, barbed wire, cordage, firearms, Roman cement, drugs and perfumery, hardware, paper and printing materials, sewing machines, building lumber, cut tobacco for cigarettes, machinery, glass and lamp goods, and some dry goods. The principal importation of the latter class of merchandise is from England and France, although it is a recognized fact that these products of the manufacturing industry of the United States can compete with the European in quality, although not always in cheapness of price.

The exports through the port of New York to Venezuela during the year ending December 31, 1897, according to data furnished the BUREAU OF THE AMERICAN REPUBLICS by Señor Don ANTONIO E. DELFINO, consul-general of Venezuela at that port, amounted to $3,183,016.86, United States gold; deducting from this amount $91,351.76 for coined gold, leaves a net total of

$3,091,665.19—value of the merchandise exported. During the fiscal year of 1896, according to the statistics of the Treasury of the United States, the trade of Venezuela with this country reached the figures following: imports from Venezuela, $9,649,911: exports to Venezuela, $3,838,746. In 1893, Venezuela imported the following amounts: From the United States, $4,207,661: from France, $2,335,300; from Great Britain, $4,553,287, and from Germany, $2,000,000, more or less.

The Guianan territory is made up of the English, Dutch, and French possessions in the southern American continent Their principal cities are Georgetown or Demerara, capital of British Guiana, with a good port; Paramaribo, capital of Dutch Guiana, on the Surinam River; and Cayenne, capital of French Guiana, on the Atlantic Ocean.

The natural resources of these colonies are identical; they all produce sugar cane (the most important of the industries), coffee, cacao, rice, bananas, etc., building and cabinet woods, and gold. The foreign trade of British Guiana, according to official reports, is as follows: About one-half of the imports of the colony come from Great Britain, one-fifth from the United States, and the remainder is divided among other nations. Sugar, rum, melados, gold, and lumber are the principal exports of the colony. The greater part of the sugar goes to the United States. In the year 1895–96 the sugar sent to this latter country was valued at $3,150,129, as against $1,685,302 to Great Britain. The principal products imported from the United States are breadstuffs and provisions of all kinds, while from England it imports machinery, cloth, etc.

In this regard, Mr. PATTERSON, United States Consul, in a report published in Volume I of "Commercial Relations of the United States," 1895–96, says: "This being strictly an English colony, and the inhabitants being used to English dry goods, notions, boots and shoes, the majority know nothing of American goods. I have met a great many English persons who prefer some classes of American goods, but are unable to obtain them. One reason why almost all dry goods, boots and shoes are imported from England is, that all the firms who do the importing have their agents in London and their credit established, and

unless forced to do so will continue to import from there. I have had conversations with several parties on this subject, and the claim is put forth that England sells more cheaply than the United States."

British Guiana maintains regular steam communication with Europe and with the United States by means of the steamers of the Royal Dutch Mail every three weeks; the Armstrong Line, which sends one or two steamers a month to New York, and the Quebec Line, having a semimonthly service. The freight rates to the United States are moderate, and the trip is made in about ten days.

In Dutch Guiana, whose commerce has suffered of late years through the fall in cacao, sugar, and the falling off in the production of gold, a new industry has lately been established, which is the exploiting of "balata," or the sap of the bullet tree, used as a substitute for india rubber. Almost the entire output of this product goes to the United States. The principal exports of the colony are the article just mentioned, cacao, coffee, gold, hides, cocoanuts, sugar, and woods; the importations are breadstuffs and provisions of all kinds, hardware, dry goods, kerosene, and pine lumber. From the United States, it imports groceries and provisions, breadstuffs, kerosene, pine lumber, and some hardware. Everything else consumed in the colony comes from England and Holland. The total value of the exports of the colony to the United States in the fiscal year ending June 30, 1896, was estimated at $957,247, as against $361,657, the value of its imports from the latter country, according to the official statistics of the United States Treasury. Communication with the latter country is maintained by the Royal West India Mail.

French Guiana possesses rich gold mines in operation. Coffee, "balata," cacao, and sugar cane are cultivated there. Building and cabinet woods and medicinal plants are also produced. Its only imports from the United States are breadstuffs, groceries, and provisions of all kinds; everything else coming from Europe. There are no regular and direct lines of communication with the United States. Referring to the trade of the United States with French Guiana, Mr. WACOGNE, United States consul, in a report published in the "Commercial Relations of the United States,"

1895–96, says that were it not for the high customs duties of the colony, the trade in lumber and in American products imported there would increase.

There only remain to be mentioned now the Dutch island of Curaçao and the British colony of Trinidad, both of which occupy an exceptional geographical position and possess excellent ports. They lie only a short distance from the coast of Venezuela and serve as a distributing point for the goods going to that Republic and Colombia. Nearly all vessels having both countries as a destination touch at Curaçao. The only products Curaçao exports are divi-divi, hides and skins, wool, not of a superior quality, phosphates, and salt. Its imports embrace nearly all the goods locally consumed, food stuffs being almost in their entirety from the United States. With the exception of a few commodities, nearly all the imports into Curaçao are forwarded to the Colombian and Venezuelan coasts, from Panama to the Orinoco. In a report of Mr. JARVIS SPENCER, United States consul, dated February 9, 1897, are the following words: "I desire to emphasize the fact that Curaçao has much easier access to all parts of Colombia and Venezuela than any other place within or without these countries, and consequently it is the place to enter a wedge to open trade relationship with this part of South America in American manufactured products. Whatever is approved by the merchants of Curaçao is sure to find its way into the countries spoken of and to grow in favor, as they thoroughly understand the requirements of their customers."

The British colony of Trinidad comprises the island of that name and that of Tobago. Situated a few miles out from the Delta of the Orinoco, lies Trinidad, the key to this great fluvial artery of Venezuela. Here, the same as at Curaçao, arrive articles in transit for Venezuela. Port of Spain, the principal city and harbor of the island, has an anchorage which is considered the best in the Antilles, where many vessels en route to Central and South America call. Communication between New York and Port of Spain is maintained by means of the steamships of the Trinidad Line and the Royal Dutch Line. Between Ciudad Bolivar (Venezuela) and Port of Spain, there are steamship lines carrying on trade on the Orinoco.

The principal products of the island are the universally famed

cacao, coffee (limited in quantity), sugar, asphalt, cocoanuts, and bananas. Its export trade in 1896, according to the English official statistics, was as follows: imports, £2,188,189; exports, £2,165,820. The colony imported from Great Britain to the amount of £978,565, and from the United States to the value of £458,440, as against £943,888, and £669,950 exported to both countries, respectively. The remainder of the trade, export and import, was with France, Venezuela, and the other Antilles.

Bearing in mind the natural wealth of these countries and the absence of means for developing it, the lack of industries and means of internal communication, the urgent need of population and capital, on the one hand, and on the other of the American enterprising spirit, the resources possessed by the United States, and its immense industries which can meet all the demands of Spanish America, it seems but natural that, in view of their geographical position, the United States should be owners of the foreign trade of Latin America. While the United States was engaged exclusively in its own development, England, Germany, and France exerted themselves assiduously to seeking markets for the surplus of their industrial products. In Spanish America, they found what they desired. They devoted themselves to studying the tastes and necessities of those countries and the means of establishing a trade therewith, all the more profitable since there were no competitors.

The moment arrived when the United States also wished to participate in those benefits, and they undertook the task—not, however, employing the methods followed by their rivals, but those which had produced good results at home. From that time, more or less continuous efforts have been put forth in prosecution of the object in view, and the results have been seen. But the currents of trade can not be changed at will. To secure this, conscientious and painstaking labor is necessary. Before all, we must needs make patent, in a practical and trustworthy manner, the excellence of the product, its advantages, and its consumption. It is, therefore, necessary to establish means of communication between the producer and the consumer; to study the tastes, the needs, the customs, the means at the disposal of the consumer, in order to meet the case by catering to things as we find them.

Nothing speaks more eloquently in behalf of United States products than the European imitations of them, which, under the

name of United States products, are sold in Spanish America. This is a fact of which American manufacturers are not ignorant, and from which, nevertheless, they do not seem to learn the full lesson. Neither do they seem to have studied a system of credit which can compete with that granted by Europe—a system which is the basis of their commercial prosperity in Spanish America—for it must be remembered that payments are made when the crops are garnered, these crops being the only source of income of those countries, and the merchants who buy on short time to sell on long terms are very few. The producer and the seller must adjust themselves ever to the necessities of the consumer. Until this is done, it is not possible for trade to flourish.

Let the commercial usages, the peculiar needs, the customs of the purchaser be studied on the ground itself, as European firms do. Let American lines of steamers be established to ply between the United States and Spanish America; let American railroads be built there where nearly all now existing are French, English, or German; let American houses be founded to compete with the German, French, and English, and the American product, almost without any effort other than the mere introduction into the market, will occupy the place to which it is entitled by reason of its quality, for it is already proven that, with the rarest exceptions, due to the newness of their industries, the products of the United States can compete and do compete with those of Europe.

The step favorable to American trade which has just been taken by the National Association of Manufacturers of the United States of America through the establishment at Caracas, capital of Venezuela, of a permanent exposition, is worthy of the highest praise, for it is the first stone of the building which the whole of a continent will raise to the commerce of "Americans with Americans." Similar enterprises established in the other countries, accompanied by the study of the special requirements of each of them, must be the basis of the commercial prosperity of the United States which, as has been said already and as is well known, produces or can produce everything that is consumed on the continent.

Francis J. Grimes

E TRANS-MISSISSIPPI AND INTERNATIONAL EXPOSITION.

ıne 1, next, is the date set for the inauguration of the great strial, agricultural, and artistic exposition, which is to be held ıe city of Omaha, State of Nebraska, the duration of which be five months. Everything seems to indicate that the ıs-Mississippi Exposition will be, in many ways, one of the most ɔle that has occurred in the United States, and that it will be ful in its results. It could hardly be otherwise, from the fact there are to be exhibited, principally, the resources and prod- of that marvelous section known as the West, whose progress development of late years are the astonishment of natives foreigners. In fact, the annals of the world furnish no record ɔarable to the growth of those States of the American Union h form the vast region beyond the Mississippi and embrace rea of more than 2,500,000 square miles, with a population ıearly 20,000,000 inhabitants. There is the great granary ımerica, the agricultural and mineral region *par excellence*, e exist great forests, producing excellent building woods, vast prairies where innumerable droves of cattle graze, in ıselves constituting one of the most inexhaustible sources of lic wealth. But, above all, the West is the wonderful land re, during the existence of a single generation, beautiful and ılous cities figuring in the first rank of the industrial, artistic, commercial centers in the country, true representatives of the ɔnal culture, have been reared.

'he illimitable resources of the Great West will perhaps now xhibited for the first time, and this is what is to give to the ns-Mississippi Exposition an especial character which entitles the careful study of all such as are interested in the progress ımerica.

ıs was to be expected, the Government of the United States actively participated in this notable enterprise, and Congress appropriated $200,000 to meet the expenses incident to the ial exhibit, including the building, transportation, etc.

ll the Western States and many of the Southern and Eastern be represented at the Omaha Exposition; but it will also

have an international character, for many foreign countries have accepted the invitation which the United States Government, through the Department of State, extended to them to take part in the great trans-Mississippi gathering. The Omaha Exposition is invested with special interest as regards the Latin-American nations, since, desirous as they are to enlarge their commercial relations with the United States, they can not fail to see in that event a most propitious occasion to make known their products, even more than they are now known in the markets of this country, and to come and observe near at hand the industrial advancement of this great nation. As is well known, the trade of the greater part of the Latin-American Republics for many years has been principally with Europe, although the fact is recognized that, of late, they trade considerably with the United States, a tendency favorable to the growth of this commerce being noticeable.

Be this as it may, much remains to be done, and the day will come when the Americans of the north, as well as those of the south, will recall with surprise the time when their mutual commercial transactions were limited solely to a certain class of articles, and when the inhabitants of some of the most extensive sections of this continent crossed the Atlantic and went to the markets of England, France, Germany, and Italy in search of manufactures which the factories of the United States produce to perfection. It will then seem incredible that, at the close of the nineteenth century, the merchants of some points of Central America, for instance, brought from Hamburg, in Germany, doubling Cape Horn or passing through the Straits of Magellan and traveling not less than 11,000 miles, merchandise which they could easily have obtained in the United States, traversing one-fifth of that great distance.

In that not far distant future, numerous European articles which are to-day to be found in all parts of Latin-America, such as French pianos, foot wear, glassware, and furniture; German hats, dry goods, chemical and pharmaceutical preparations, lamps and toys; English linen, cotton, and woolen goods; cutlery, leather goods, paper, and hardware, will be looked upon as veritable curiosities. It seems hardly possible that even now German sewing machines go to the Republic of Uruguay, these articles being, as they are, essentially United States productions. Steel rails are

:xported from the United States to Europe, a fact which is assur-:dly not known in many parts of Latin-America, since in many)f those countries, all, or nearly all, the railroad material needed, ncluding rails, is ordered from England. Notwithstanding that t is a recognized fact that the best machinery in the world is nanufactured in the United States, some countries of Spanish \merica still purchase the machinery they need, not excepting ugar-making machinery, in Europe.

It has before been stated in the MONTHLY BULLETIN, and is now :peated, that the industries of the United States are, up to a certain oint, unknown in Latin America, and hence the trade between ıe nations of the north and of the south of our continent has ɔt reached as yet the full development which it will later enjoy. ıternational expositions contribute greatly to this latter result, ıd therefore the exhibition about to be opened in the city of maha will be highly beneficial.

The Bureau of the American Republics appreciates fully the portance that this gathering has for the countries forming the ternational Union, and is deeply interested that it may obtain : most complete success. Being the official center of informa-n as regards the commerce, production, industry, material progs, and, in fine, whatever affects the advancement of the ıublics of the Western Hemisphere, the Bureau desires that : Trans-Mississippi Exposition shall be well known and appre-ted throughout the continent. The work of the Bureau ıbraces a large number of branches, and no efforts are omitted make each of them satisfactory to all the governments repre-ıted in this International Union. Through the medium of the ɔNTHLY BULLETIN, the industrial and commercial interests of the ıited States are furnished valuable information respecting : opportunities which the southern countries offer to trade; at : same time the latter countries are given the most recent :ices regarding the markets of the United States.

As one of the most eloquent proofs of the constant and assiduous ɔrts of the Bureau of the American Republics to encourage trade ween all the nations of this continent, the Commercial Directory, second volume of which is about to be published, may be ntioned. In this work, which well deserves to be called unique its kind, is to be found compiled a larger amount of useful.

not to say necessary, information for American commerce than in all the other publications of this class circulating throughout the world. As a book of reference the Directory is unrivaled, and it is no exaggeration to assert that, by relying on it, the business men of North and South America can arrive at a better knowledge of the resources of their respective countries than by reading numerous tomes on the same subjects.

It has been stated how imperfectly the products of United States industry are known in Latin America. A few words may now be said regarding the paucity of information noticeable in the United States with respect to the Latin-American countries and their resources. Up to a few years ago, the merchants of the United States cared little or nothing for trade with the nations of this continent, excepting Mexico and perhaps one or two others: to which fact is due the establishment by Europe of a commercial monopoly in Central and South America. Many causes have been cited to explain this mercantile indifference on the part of the United States, in relation to the other countries of the new world, and one of them has been, without doubt, the enormous trade between the different States of the Union, which all the manufactories of this country barely supplied. As time went on, however, and the industrial production exceeded the demand, it became indispensable to seek foreign consumers, and, as was natural, Latin America was thought of, and an examination of those markets was begun. Then, for the first time, it was understood that this country had abandoned to European speculation a most extensive field of action, where the genius and activity of the American people could have been for a long time garnering inestimable advantages. And in truth, when one dwells on the wealth which that immense region extending from Mexico to Chile enfolds, it can not but cause surprise that, from the very beginning, it did not claim the attention of the Great Republic as a worthy field for the enterprising spirit of an essentially energetic race.

A glance at the map of America will suffice to show what the American nations of Latin origin mean to-day and what they will necessarily mean to-morrow. European immigration is already causing in the Argentine Republic a transformation as

odigous as that which is wrought in the United States, and the althy, populous, and splendid city of Buenos Ayres deserves to designated as the New York of the south. When the whole South America shall be populated in proportion to its territo- l area there will be on that beautiful continent more inhabitants in now held by Europe. Central America is making rapid ides to occupy a prominent position, from a commercial point view, on a par with the other great sections of this hemi- iere, and foreign immigration already seeking its shores will ike of that magnificent region one of the richest portions of the obe. It seems almost unnecessary to speak of Mexico, whose ogress of late years is justly a cause for pride in her sons and admiration throughout the world.

International expositions are recognized as powerful factors in e advancement of the arts, industry, and commerce, and there- re great nations from time to time hold such gatherings. rance is actively preparing for the great exhibition of 1900, the ird it has held within the period of thirty-three years. In the nited States, in the lapse of less than two decades, there were ld the Centennial Exposition of Philadelphia in 1876, and the Vorld's Fair at Chicago in 1893. Besides these, there have been hers which, although smaller in proportions, have not been, prob- ly, in results; such as the Atlanta Exposition in 1881; that at ew Orleans in 1884; at San Francisco, Cal., in 1894; the sec- id Atlanta Fair in 1895, and that at Nashville in 1897. Great ritain, from a very early date, recognized the necessity of holding dustrial exhibitions, and in 1828 one was held in London, hich, however, did not produce all the results it promised. ater, in 1845, the Exhibition of Manufactures, which also took ace at the capital of the Kingdom, achieved the greatest success. our years later, came the Birmingham Exposition, the most per- ct held in the country up to that time; but it was not until 351 that England offered to the world one of the most notable hibitions of this century, of which it still retains grateful emories. The other European nations have at different times ld similar expositions, these being in Germany, Austria, Bel- um, Spain, Switzerland, Russia, Italy, Sweden, Turkey, olland, Greece, Denmark, and Portugal. Among the Latin-

American countries following this example, may be mentioned Brazil, Chile, Venezuela, Colombia, Peru, and Guatemala.

It is plain that, as the world progresses, these international assemblages will be more frequent, for nothing can give so exact an idea of the progress and the resources of a country, since they are true object lessons from which the nations learn, better than in any other way, to appreciate one another. Taking the United States as an example, it becomes evident that the numerous industries here existing need expositions of an international character in order to become properly known, since a sample displayed before the eyes of the public conveys a far better idea of the product of a factory than all the descriptions and advertisements imaginable. For this reason, it is most advisable to invite foreign nations to meet together at these industrial and artistic assemblages. In the present case, above all, where we have an American exhibition, it is of the greatest importance to have represented there all or a greater part of the nations of the Western Hemisphere.

Laying aside the purely commercial question, it is a fact that out of the close communication which is established during an international concourse of the peoples of different countries there grow more friendly sentiments among them, and hence a better understanding between the various people and the governments. These expositions ought, therefore, to be considered highly advantageous from the political point of view. In America, moreover, they tend to dissipate certain errors still existing relative to the political tendencies of this or that republic, and the expediency of the two great races peopling this hemisphere knowing each other intimately can not be too forcibly dwelt upon in order that rivalries born of time-worn prejudices may cease forever.

The city where the Trans-Mississippi Exposition is to be held is one of those marvelous creations of Western energy and activity. Its foundation dating back barely forty-four years, Omaha to-day has more than 140,000 inhabitants and is a commercial and railroad center of great importance, being the meeting point of no less than fourteen railway lines which place the city in direct communication with the coasts of the Atlantic and the Pacific, as well as with the Gulf of Mexico. Thus it may be seen how accessible the Trans-Mississippi Exposition will be to all who desire to visit it, and it is hoped that the Latin American countries will wish to

prove the opportunity presented to them to come and see with
ir own eyes the state of advancement and culture which has
n reached by the Great West of the United States—that
mense region over which less than half a century ago roamed
des of savages and herds of buffalo; but where the spirit of an
recedented civilization has raised, as if by enchantment, splen-
cities which rival in wealth, refinement, and good taste the
st cultured capitals of Europe and America.

When the United States is spoken of abroad, the West is fre-
ntly forgotten to the extent that even statesmen and writers of
e imagine that the virility and energy of the nation are confined
lusively to the Eastern States, a profound error which has in
t contributed to the failure to appreciate, as it should be, the
gnitude of the American Union. Those are not wanting who
gine that when Boston, New York, Philadelphia, Baltimore,
shington, and New Orleans have been mentioned there is noth-
further to be said regarding cities of the United States. And
after the World's Fair at Chicago, which was to many coun-
s of the world a veritable revelation.

Latin America has gained more correct ideas of what the Great
st of the United States is since the International American
nference met and the delegates accredited to that body made
r famous trip to the different points of the Republic, including
heir itinerary several Western States. This opportunity which
ented itself to the representatives of the southern nations to
ly the rapid progress of the western section of this country was
t propitious, and it is known that they expressed the greatest
iration for the industrial development which, without doubt,
y of them did not expect to witness. Since that time, nearly
years have elapsed, a term which elsewhere does not mean
h, but which, considering the bewildering rapidity with which
West advances, can bring about surprising transformations in
land of wonders; and should any of those who visited it in
9 come again by reason of the Omaha Exposition they will
lly believe that in less than a decade the changes which they
surely find could have occurred.

An American international exposition having its seat in one of
great capitals of Latin-America, in the city of Mexico, for
ance, would bring transcendent consequences to the commer-

cial interests of our continent, and would cooperate in a powerful manner toward the realization of the ends the International American Conference had in view when it recommended the establishment of this Bureau. The high-minded men who are interested in the intellectual and material advancement of our countries should assist in the realization of this idea, to the end that the dawn of the twentieth century shall witness the fraternal assemblage of the two great races of our America in a grand artistic, industrial, and agricultural concourse.

BRAZIL.

MODIFICATIONS OF TARIFF.

Following is the present Brazilian tariff on the leading products imported from the United States, as published in the advance sheets of the United States Consular Reports for March, 1898. This statement shows some radical changes, both in classification and rate, from the tariff of 1896. As an entirely new departure, agricultural and mining machinery have been transferred from the free list to the dutiable list.

Books, maps, and other printed matter.—Books bound in ivory, mother-of-pearl, tortoise, increased from 8.300 milreis* ($1.16) to 12 milreis ($1.68) per kilogram;† same bound in silk, velvet, or wood increased from 4 milreis (56 cents) to 5 milreis (70 cents) a kilogram; same in gold or silver increased from 20 per cent to 50 per cent ad valorem. Music reduced from 700 reis (9.8 cents) to 300 reis (4.2 cents) a kilogram.

Wheat, corn, etc.—Flour, of corn, rice, potatoes, tapioca, etc., increased from 300 reis (4.2 cents) to 500 reis (7 cents) per kilogram, while wheat flour remains

*The reductions to United States currency have been made on the basis of 1 milreis = 14 cents, which was the market average January 3, 1898, although the nominal value of the milreis, according to the United States Director of the Mint, is 54.6 cents.

†1 kilogram = 2.2046 pounds.

at 30 reis (0.4 cent) a kilogram; beans reduced from 60 reis (0.8 cent) to 40 reis (0.5 cent) a kilogram; corn, unground, reduced from 30 reis (0.4 cent) to 20 reis (0.2 cent) a kilogram; rice reduced from 60 reis (0.8 cent) to 40 reis (0.5 cent) a kilogram; barley, in grain, from 60 reis (0.8 cent) to 40 reis (0.5 cent) a kilogram, while that in malt is subjected to a tax of 80 reis (1.1 cents) a kilogram; bran reduced from 80 reis (1.1 cents) to 20 reis (0.2 cent) a kilogram.

Carriages, coaches, etc.—Subjected in the 1896 tariff to an ad valorem tax of 84 per cent, are rearranged in the 1897 tariff as follows:

Carriages, coupés, coaches, diligences, etc.: four wheels, 3 milreis (42 cents) a kilogram, or 60 per cent; two wheels, 4.500 milreis (63 cents) a kilogram, or 60 per cent.

Same unfinished: four wheels, 800 reis (11.2 cents); two wheels, 500 reis (7 cents).

Railway coaches or wagons increased from 20 per cent ad valorem to 30 per cent; axles reduced from 800 reis (11.2 cents) a kilogram to 400 reis (5.6 cents); braces, hubs, tires, and other appurtenances of iron or wood reduced from 1.400 milreis (19.6 cents) to 400 reis (5.6 cents) a kilogram; springs reduced from 1.400 milreis (19.6 cents) to 400 reis (5.6 cents) a kilogram; wheels, taxed in the 1896 tariff 28 milreis ($3.92) and 14 milreis ($1.96) a pair for carriages and 20 milreis ($2.80) or 10 milreis ($1.40) for wagons, are taxed in the 1897 tariff 650 reis (9.1 cents) a kilogram for wooden and 450 reis (6.3 cents) a kilogram for wooden and iron; tongues, taxed at 5.600 milreis (78.4 cents for unfinished and 44.800 milreis ($6.27) for complete are in the 1897 tariff taxed 650 reis (9.1 cents) a kilogram for wooden and 450 reis (6.3 cents) for wooden and iron; parts and appurtenances not specially mentioned reduced from 67 per cent to 60 per cent ad valorem.

Drugs, chemicals, etc.—Acids increased from 15 per cent to 25 per cent ad valorem; mineral waters reduced from 2 milreis (28 cents) and 1 milreis (14 cents) a kilogram for English, and distilled to 500 reis (7 cents) a kilogram, while other waters are increased from 400 reis (5.6 cents) to 500 reis (7 cents) a kilogram; gun cotton reduced from 8 milreis ($1.12) to 4 milreis (56 cents) a kilogram; ammonia reduced from 500 reis (7 cents) to 150 reis (2.1 cents) a kilogram; balsam reduced from 4 milreis (56 cents) to 2 milreis (28 cents) a kilogram; benzine reduced from 300 reis (4.2 cents) to 200 reis (2.8 cents) a kilogram; medicated biscuit increased from 2 milreis (28 cents) to 2,500 milreis (35 cents) a kilogram; capsules reduced from 29.280 milreis ($4.099) to 20 milreis ($2.80) a kilogram; medicinal beers and malts increased from 1 milreis (14 cents) to 2 milreis (28 cents); medicated chocolate increased from 2 milreis (28 cents) to 3 milreis (42 cents) a kilogram; preserves and medicinal opiates reduced from 2 milreis (28 cents) to 1 milreis (14 cents) a kilogram; creosote reduced from 2.400 milreis (33.6 cents) to 1 milreis (14 cents) for mineral and 2 milreis (28 cents) for vegetable, a kilogram; disinfectants changed from 500 reis (7 cents) a kilogram to 25 per cent ad valorem; elixirs and medicinal liquors reduced from 6.225 milreis (87.2 cents) to 3.200 milreis (44.8 cents) a kilogram; plasters, *oiled*, reduced from 16 milreis ($2.24) to 8 milreis ($1.12) a kilogram; plasters, *adhesive*, reduced from 5 milreis (70 cents) to 2 milreis (28 cents) a kilogram;

homeopathic pills reduced from 4 milreis (56 cents) to 2.400 milreis (33.6 cents) a kilogram; medicinal drops increased from 3.600 milreis (50.4 cents) to 4 milreis (56 cents) a kilogram; medicinal injections increased from 2 milreis (28 cents) to 3.200 milreis (44.8 cents) a kilogram; liniments reduced from 4 milreis (56 cents) to 3.200 (44.8 cents) a kilogram; naphtha and naphthalene reduced from 6 milreis (84 cents) to 100 reis (1.4 cents) and 200 reis (2.8 cents) a kilogram; chemical and medicated paper reduced from 4 milreis (56 cents) to 3.200 milreis (44.8 cents) a kilogram; tabules and lozenges reduced from 54 milreis ($7.56) to 40 milreis ($5.60) a kilogram; pills, grains, etc., reduced from 62 milreis ($8.68) to 45 milreis ($6.20) a kilogram; soaps, tariff in 1896, 2 milreis (28 cents), and in 1897, 1.500 milreis (21 cents) and 3 milreis (42 cents); salves, pomades, etc., increased from 2 milreis (28 cents) to 4 milreis (56 cents) a kilogram; dyes paying from 2 milreis (28 cents) to 20 milreis ($2.80) in 1896 are taxed in 1897 5 milreis (70 cents) a kilogram: vaseline is reduced from 2 milreis (28 cents) to 500 reis (7 cents) a kilogram; wines, bitter, 700 reis (9.8 cents); vermouth 700 reis (9.8 cents); all others, 6.225 milreis (87 cents), classed under one head in 1897, paying 3 milreis (42 cents) a kilogram; sirups reduced from 6.225 milreis (87 cents) to 3 milreis (42 cents) a kilogram; chemicals and drugs, specified in the tariff and subjected to specific duties, equivalent in 1896 to 48 per cent ad valorem, are increased 50 per cent in 1897.

Clocks, watches, etc.—Copper clock keys increased from 1 milreis (14 cents) to 2 milreis (28 cents) a kilogram; alarm clocks reduced from 3.200 milreis (44.8 cents) to 2 milreis (28 cents) each; watches, copper or nickel, 4 milreis (56 cents) in 1896 tariff, and 4 milreis (56 cents) and 2 milreis (28 cents), respectively, in 1897; silver reduced from 7.800 milreis ($1.092) to 4 milreis (56 cents); gold reduced from 15.600 milreis ($2.184) to 10 milreis ($1.40) each; chronometers, in 1897 tariff, pay each, gold, 30 milreis ($4.20), silver 8 milreis ($1.12), copper 8 milreis ($1.12), all others 4 milreis (56 cents); when set with precious stones, increased from 13 per cent to 20 per cent ad valorem.

Clocks (not chronometers) paid 48 per cent ad valorem in 1896; the rate in 1897 is:

For wall: Case less than 65 centimeters (25.79 inches) in length, 5 milreis (70 cents) each; over 65 centimeters and less than 100 (39.37 inches), 6 milreis (84 cents) each; over 100 centimeters, 8 milreis ($1.12) each.

For table: With case less than 65 centimeters in length, 4 milreis (56 cents) each; over 65 centimeters, 6 milreis (84 cents) each; of bronze, plated, alabaster, etc., 50 per cent ad valorem.

Chronometers for vessels increased from 64 milreis ($8.96) to 70 milreis ($9.80) each.

Coal, etc.—Coal remains on the free list, while carbon is reduced from 700 reis (9.8 cents) to 200 reis (2.8 cents) a kilogram.

Cottons, etc.—Lace strings increased from 10 milreis ($1.40) to 10.400 milreis ($1.456) a kilogram; carpets reduced from 2.400 milreis (33.6 cents) and 3.100 milreis (43.4 cents) to 2.400 milreis (33.6 cents); hats, untrimmed, reduced from 1.600 milreis (22.4 cents) to 1.200 milreis (16.8 cents); hats, trimmed, increased from 3.100 milreis (43.4 cents) a kilogram to 50 per cent ad valorem; bed

covers increased from 1.300 milreis (18.2 cents) to 1.500 milreis (21 cents); cords reduced from 1.600 milreis (22.4 cents) and 2.800 milreis (39.2 cents) to 1.400 milreis (19.6 cents) a kilogram; cushions reduced from 3.400 milreis (47.6 cents) to 2.400 milreis (33.6 cents); tulle reduced from 23 milreis ($3.22) and 10 milreis ($1.40) to 18 milreis ($2.52) and 5 milreis (70 cents); cravats increased from 2.600 milreis (36.4 cents) to 3 milreis (42 cents) a dozen; handkerchiefs reduced from 78 per cent to 60 per cent ad valorem; blankets reduced from 2.500 milreis (35 cents) to 1.600 milreis (22.4 cents); mantles, capes, etc., reduced from 78 per cent ad valorem to 1.800 milreis (25.2 cents) a kilogram, equivalent to 60 per cent ad valorem; stockings reduced from 3.200 milreis (44.8 cents) and 25 milreis ($3.40) to 3.200 milreis (44.8 cents) and 20 milreis ($2.80) a dozen; netting increased from 3.600 milreis (50.4 cents) to 4.800 milreis (67.2 cents) a kilogram; laces reduced from 62 per cent to 60 per cent ad valorem, from 26 milreis ($3.64) to 20 milreis ($2.80) a kilogram; shirts, knitted, reduced from 10.400 milreis ($1.45) to 8 milreis ($1.12), 19.500 milreis ($2.73) to 15 milreis ($2.10), and from 37.700 milreis ($5.18) to 30 milreis ($4.20) a dozen; drawers, knitted, 9.900 milreis ($1.39) to 8 milreis ($1.12); drawers, other textures, 16.900 milreis ($2.37) to 13 milreis ($1.82); collars reduced from 4.700 milreis (65.8 cents) to 3.600 milreis (50.4 cents); bosoms, for shirts, reduced from 13 milreis ($1.82) to 8 milreis ($1.12) a kilogram; cuffs reduced from 6.200 milreis (86.8 cents) to 5 milreis (70 cents) a dozen; all other clothing, from 9.900 milreis ($1.39) plain and 78 per cent ad valorem embroidered to 60 per cent; embroidery, tulle, reduced from 52 milreis ($7.28) to 35 milreis ($4.90) a kilogram; muslin and cambric embroidery reduced from 26 milreis ($3.64) to 20 milreis ($2.80); fustian embroidery reduced from 13 milreis ($1.82) to 10 milreis ($1.40); window screens reduced from 6.300 milreis (88.2 cents) to 5 milreis (70 cents) each; veiling reduced from 62 per cent to 60 per cent ad valorem; gauzes, lawns, etc., from 9.100 milreis ($1.27) to 8 milreis ($1.12) a kilogram.

It is impossible to make any comparison of duty on cotton cloth. The new duties are estimated on the number of threads contained in 5 square millimeters. It is apparent, however, that they are much increased. For instance, crude unbleached cotton in the 1896 tariff paid 1.500 milreis (21 cents) a kilogram; while in the present tariff it is subjected to duties ranging between 1.500 milreis (21 cents) and 14 milreis ($1.96) a kilogram, according to its texture; bleached cotton paid 2.400 milreis (33.6 cents) a kilogram in 1896, and in 1897 between 2.200 milreis (30.8 cents) and 20 milreis ($2.80); prints now pay 3.600 milreis (50.4 cents) against 3.400 milreis (47.6 cents) and 16 milreis ($2.24).

Flax, hemp, and jute.—Flax, crude, increased from 10 reis (0.1 cent) to 20 reis (0.2 cents) a kilogram; hemp, same; tow, same; oakum, same; jute increased from 10 reis (0.1 cent) and 40 (0.5 cent) to 100 reis (1.4 cents) and 130 reis (1.8 cents) a kilogram; linen thread increased from 500 reis (7 cents) and 600 reis (8.4 cents) to 640 reis (8.9 cents) and 840 reis (11.7 cents) a kilogram; carpets reduced from 3.100 milreis (43.4 cents) and 2.400 milreis (33.6 cents) to 2 milreis (28 cents) a kilogram; hemp and other textiles reduced from 900 reis (12.6 cents) to 750 reis (10.5 cents) a kilogram; buttons reduced from

3.900 milreis (54.6 cents) to 3 milreis (42 cents); canvas, cambrics, duck, etc., reduced on plain from 1.200 milreis (16.8 cents) and 16.900 milreis ($2.36) to 900 reis (12.6 cents) and 13 milreis ($1.82); on imitation sail cloth 3.900 milreis (54.6 cents) to 3 milreis (42 cents) a kilogram; chales, plain, reduced from 7.300 milreis ($1.02) and 26 milreis ($3.64) to 3.600 milreis (50.4 cents) and 20 milreis ($2.80); tape reduced from 3.700 milreis (51.8 cents) to 1.400 milreis (19.6 cents) and 2.800 milreis (39.2 cents) a kilogram; parasol covers reduced from 6.500 milreis (91 cents) to 6 milreis (84 cents); mantles reduced from 78 per cent to 60 per cent ad valorem; laces reduced from 62 per cent to 60 per cent; shirts reduced from 16.900 milreis ($2.36) and 67 milreis ($9.38) to 13 milreis ($1.92) and 52 milreis ($7.28) a dozen; drawers reduced from 31 milreis ($4.34) to 24 milreis ($3.36) a dozen; collars reduced from 4.700 milreis (65.8 cents) to 3.600 milreis (50.4 cents); shirt bosoms reduced from 20.800 milreis ($2.91) to 12 milreis ($1.68); cuffs 6,500 milreis (91 cents) to 5 milreis (70 cents) a dozen; all other clothing reduced from 13 milreis ($1.82) to 12 milreis ($1.68) a kilogram; clothing, embroidered, reduced from 78 per cent to 60 per cent.

Machinery, hardware, etc.—Steels for sharpening knives, handles of mother-of-pearl, ivory, etc., increased from 15 milreis ($2.10) to 33 milreis ($4.62) a dozen; stills taken from free list and taxed 15 per cent ad valorem; machines for refining and crystallizing sugar transferred from free list to 15 per cent ad valorem; locomotives, agricultural, mining, manufacturing, navigating machinery, etc., printing presses, presses for baling, lathes, type, etc., taken from free list and charged 15 per cent ad valorem; mortars reduced from 500 reis (7 cents), 600 reis (8.4 cents), and 1 milreis (14 cents) to 300 reis (4.2 cents) and 500 reis (7 cents), and bronze mortars increased from 1 milreis (14 cents) to 1.600 milreis (22.4 cents); crucibles increased from 700 reis (9.8 cents) to 1.500 milreis (21 cents); wheelbarrows increased from 3 milreis (42 cents) to 4 milreis (56 cents), 6 milreis (84 cents), and 7.500 milreis ($1.05) each; glass cutters reduced from 4 milreis (56 cents) to 2.500 milreis (35 cents) each; forges reduced from 400 reis (5.6 cents) to 200 reis (2.8 cents) a kilogram; iron tools, including hammers, hatchets, scythes, picks, etc., reduced from 200 reis (2.8 cents) to 150 reis (2.1 cents) a kilogram; typewriters are given a special tax of 30 milreis ($4.20) each; bicycles 50 milreis ($7); copper wire, plain, is reduced from 1 milreis (14 cents) to 400 reis (5.6) cents a kilogram; copper wire insulated with cotton, paper, or rubber, reduced from 1.600 milreis (22.4 cents) to 900 reis (12.6 cents) a kilogram; copper wire, plated, gilded, or covered with silk, reduced from 4.200 milreis (58.8 cents) to 2.400 milreis (33.6 cents) a kilogram; wire prepared for telegraph, telephone, or electric light lines, pays 20 per cent ad valorem; iron in bars is increased from 60 reis (0.8 cent) to 100 reis (1.4 cents) a kilogram; steel in rods increased from 100 reis (1.4 cents) to 120 reis (1.6 cents); needles reduced from 4.800 milreis (67.2 cents) to 4 milreis (56 cents) a kilogram; cables reduced from 300 reis (4.2 cents) to 200 reis (2.8 cents) a kilogram; hooks increased from 3.200 milreis (44.8 cents) to 3.600 milreis (50.4 cents) a kilogram; steel ornaments, watch chains, breastpins, etc., increased from 10.400 milreis ($1.456) to 12 milreis ($1.68) a kilogram; but-

tons increased from 1 milreis (14 cents) and 2.600 milreis (36.4 cents) to 2 milreis (28 cents) and 3 milreis (42 cents) a kilogram; padlocks reduced from 1 milreis (14 cents) and 3.200 milreis (44.8 cents) to 800 reis (9.6 cents) and 3 milreis (42 cents) a kilogram; spurs reduced from 12 milreis ($1.68 and 8 milreis ($1.12) to 10 milreis ($1.40) and 6 milreis (84 cents) a kilogram; stirrups reduced from 5.600 milreis (78.4 cents) and 2.800 milreis (39.2 cents) to 3 milreis (42 cents) and 2 milreis (28 cents) a kilogram; locks reduced from 700 reis (9.8 cents) and 2 milreis (28 cents) to 600 reis (8.4 cents) and 1.500 milreis (21 cents); screws increased from 900 reis (12.6 cents) to 1.500 milreis (21 cents) a kilogram; rails weighing more than 10 kilograms (22.046 pounds) to the meter (39.36 inches), free in 1896, pay 15 reis (0.2 cent) on the kilogram in 1897; bolts, clamps, screws, etc., for rails, free in 1896, pay 80 reis (1.1 cents) to the kilogram; building materials (iron or steel) reduced from 25 per cent to 20 per cent ad valorem; pistol barrels reduced from 1.700 milreis (23.8 cents) to 1.500 milreis (21 cents) a kilogram; gun barrels reduced from 3.400 milreis (47.6 cents) to 3 milreis (42 cents); balls (lead or iron) reduced from 90 reis (1.2 cents) and 400 reis (5.6 cents) to 50 reis (0.7 cent) and 300 reis (4.2 cents) a kilogram; muskets, rifles, etc. (military), reduced from 8.400 milreis ($1.17) to 8 milreis ($1.12) each; shotguns, rifles (for sport), two barrels, reduced from 12.900 milreis ($1.80) to 10 milreis ($1.40) each; pistols reduced from 6.700 milreis (93.8 cents) to 4.800 milreis (6.72 cents) a pair; revolvers reduced from 1,400 milreis (19.6 cents) to 1 milreis (14 cents) for each chamber.

Crockery and glassware.—China ornaments, bracelets, earrings, breastpins, etc., increased from 10.400 milreis ($1.45) to 12 milreis ($1.68) a kilogram; tiles, from 200 reis (2.8 cents) a kilogram to 2 milreis (28 cents) for each square meter (1,550 square inches); vases, jars, etc., reduced from 2,400 milreis (33.6 cents) and 5,700 milreis (79.8 cents) to 2,500 milreis (35 cents) and 3,700 milreis (51.8 cents) a kilogram; electrical appurtenances pay 200 reis (2.8 cents) in 1897; glass ornaments increased from 10 milreis ($1.40) to 12 milreis ($1.68) a kilogram; vases, jars, etc., reduced from 3.400 milreis (47.6 cents) and 5.200 milreis (72.8 cents) to 2.800 milreis (39.2 cents) and 4 milreis (56 cents) a kilogram; tiles reduced from 300 reis (4.2 cents) to 150 reis (2.1 cents) a kilogram; tableware reduced from 700 reis (9.8 cents) and 1.600 milreis (22.4 cents) to 600 reis (8.4 cents) and 1.200 milreis (16.8 cents) a kilogram; druggists' ware reduced from 1.200 milreis (16.8 cents) and 2.600 milreis (36.4 cents) to 1 milreis (14 cents) and 2 milreis (28 cents) a kilogram.

Gunpowder.—Reduced from 1.800 milreis (25.2 cents) to 1.300 milreis (18.2 cents) a kilogram; dynamite and other explosives reduced from 1.700 milreis (23.8 cents) to 1.300 milreis (18.2 cents) a kilogram.

Mathematical, surgical, and dental instruments.—Remain practically unchanged, with tax of 15 per cent ad valorem.

Food products.—Lard reduced from 400 reis (5.6) to 300 reis (4.2 cents) a kilogram; preserved meats reduced from 1.800 milreis (25.2 cents) to 1 milreis (14 cents) a kilogram; meat extracts increased from 5.200 milreis (72.8 cents) to 6 milreis (84 cents) a kilogram; condensed milk reduced from 700 reis (9.8 cents) to 500 reis (7 cents) a kilogram; eggs reduced from 300 reis (4.2 cents) a kilogram

to free list; codfish reduced from 80 reis (1.1 cents) to 60 reis (0.8 cent) a kilogram; preserved fish reduced from 1 milreis (14 cents) and 1.500 milreis (21 cents) to 800 reis (11.2 cents) and 1.200 milreis (16.8 cents) a kilogram; cheese reduced from 1.500 milreis (21 cents) to 1.200 milreis (16.8 cents) a kilogram; soaps reduced from 200 reis (2.8 cents), 400 reis (5.6 cents), 700 reis (9.8 cents), and 1.200 milreis (16.8 cents) to 400 reis (5.6 cents) a kilogram; bacon reduced from 300 reis (4.2 cents) to 200 reis (2.8 cents).

Oils.—Animal oil, purified for machines, increased from 1 milreis (14 cents) to 1.200 milreis (16.8 cents) a kilogram; cod-liver oil reduced from 1.300 milreis (18.8 cents) to 1 milreis (14 cents) a kilogram; kerosene reduced from 200 reis (2.8 cents) to 70 reis (0.9 cent) a kilogram.

Lumber.—Pine, in the rough, reduced from 1.500 milreis (21 cents), 3.200 milreis (44.8 cents), 6.800 milreis (95.2 cents), and 12.600 milreis ($1.76) per meter (39.37 inches), according to thickness, to 1.100 milreis (15.4 cents), 2.300 milreis (32.2 cents), 4.800 milreis (67.2 cents), and 8.800 milreis ($1.23); pine boards reduced from 18.800 milreis ($2.63) to 13.200 milreis ($1.84) per square meter.

Furniture: Benches (opening and closing) reduced from 2.200 milreis (30.8 cents) to 1,600 milreis (22.4 cents) each; stools for piano reduced from 18.700 milreis ($2.61) to 16 milreis ($2.24) each; trays reduced from 13 milreis ($1.82) to 8 milreis ($1.12) a kilogram; rowboats reduced from 48 per cent to 20 per cent ad valorem; cradles reduced from 18 milreis ($2.52) and 54 milreis ($7.56) each to 12 milreis ($1.68) and 48 milreis ($6.72); hobbyhorses from 11 milreis ($1.54) and 25 milreis ($3.50) each to 10 milreis ($1.40) and 20 milreis ($2.80); racks reduced from 1.700 milreis (23.8 cents) and 5.200 milreis (72.8 cents) to 1 milreis (14 cents) and 4 milreis (56 cents) a kilogram; chairs (straw seat) reduced from 9.200 milreis ($1.26) and 4.600 milreis (64.4 cents) to 7 milreis (98 cents) and 3.500 milreis (49 cents) each; rocking-chairs reduced from 10 milreis ($1.40) and 6.800 milreis (95.2 cents) to 9 milreis ($1.26) and 6 milreis (84 cents) each; chairs (fine wood) reduced from 24 milreis ($3.36) and 13 milreis ($1.82) to 20 milreis ($2.80) and 10 milreis ($1.40) each; rocking-chairs of fine wood reduced from 32 milreis ($4.48) and 18 milreis ($2.52) to 25 milreis ($3.50) and 14 milreis ($1.96); beds (fine wood) reduced from 104 milreis ($14.56), 176 milreis ($24.64), and 52 milreis ($7.28) to 80 milreis ($11.20), 130 milreis ($18.20), and 40 milreis ($5.60) each; commodes (fine wood) reduced from 62 milreis ($8.68), 104 milreis ($14.56), and 156 milreis ($21.84) to 48 milreis ($6.72), 80 milreis ($11.20), and 120 milreis ($16.80) each; corks reduced from 400 reis (5.6 cents) to 300 reis (4.2 cents) a kilogram; washstands (fine wood) reduced from 36.400 milreis ($5.09), 65 milreis ($9.10), and 109.200 milreis ($15.28) to 28 milreis ($3.92), 50 milreis ($7), and 84 milreis ($11.76) each; tables (fine woods) reduced from 9.400 milreis ($1.31), 31 milreis ($4.34), 109 milreis ($15.26), and 176 milreis ($24.64) to 7.200 milreis ($1.08), 24 milreis ($3.36), 84 milreis ($11.76), and 136 milreis ($19.04); desks (fine wood) reduced from 78 milreis ($10.92), 171 milreis ($23.94), and 260 milreis ($36.40) to 60 milreis ($8.40), 140 milreis ($19.60), and 200 milreis ($28); furniture in general increased from 48 to 50 per cent ad valorem; furniture of fine woods

reduced from 78 per cent to 60 per cent; builders' supplies reduced from 30 per cent to 20 per cent.

Gold, silver, jewelry, etc.—Dentists' gold increased from 15.600 milreis ($2.18) to 45 milreis ($6.30) a kilogram; jewelry with precious stones increased from 7 per cent to 15 per cent ad valorem; same, with false stones, increased from 300 reis (4.2 cents) to 400 reis (5.6 cents) a kilogram; dentists' silver reduced from 15.600 milreis ($2.18) a kilogram to 12 milreis ($1.68).

Rosin.—Reduced from 1 milreis (14 cents) to 400 reis (5.6 cents) a kilogram. Turpentine, common, reduced from 200 reis (2.8 cents) to 150 reis (2.1 cents) a kilogram.

Whisky, brandy, etc.—Increased from 1.400 milreis (19.6) to 1.500 milreis (21 cents) a kilogram; beer reduced from 1.200 milreis (16.8 cents) to 750 reis (10.5 cents) a kilogram.

Preserved fruits, jellies, etc.—Reduced from 1.500 milreis (21 cents) to 1.200 milreis (16.8 cents) a kilogram.

ELECTION OF PRESIDENT AND VICE-PRESIDENT.

At a general election held in Brazil on March 1, Senhores CAMPOS SALLES and ROSA SILVA were elected, practically unanimously, President and Vice-President, respectively, of the Republic for the ensuing four years. Senhor SALLES is now President of the State of São Paulo and has been eminent in public affairs in Brazil for many years. The inauguration of these officials will take place in November next.

EFFORTS TO MEET COMPETITION IN TRADE.

Mr. WAGSTAFF, British Consul-General at Rio, seeing the danger which threatens the British commercial supremacy in Brazil, has issued a circular letter, in which it is proposed to hold at the Consulate-General, periodical consultations to take steps to meet the conditions with which his countrymen are confronted in that republic. In order that citizens of the United States, concerned in the trade of Rio de Janeiro, and Brazil generally, may appreciate the efforts that are being made by Consul-General WAGSTAFF, the circular is published in full in the BULLETIN:

BRITISH CONSULATE GENERAL,
Rio de Janeiro, January 31, 1898.

The ever-increasing competition in trade is impressing upon all interested in commerce the necessity of neglecting no measures calculated to aid them, not

only in developing their business relations, but even in retaining the degree of success already acquired in the various markets of the world.

The feeling is general among manufacturers, merchants, and the commercial classes of all nations, and the keen interest taken by the British Government in matters affecting the commercial supremacy of our country has been made clear to all.

In different places it has been noticed that commercial associations have been formed with the special object of promoting British interests, and British merchants and shipping agents may consider it advantageous to form some such society, which at meetings held at regular intervals, or when the occasion may require, could discuss for the general benefit questions affecting trade between Great Britain and this country.

In furtherance of such a scheme, Her Majesty's consul-general is prepared to cooperate to the best of his power. He is of the opinion that merchants might hold periodical consultations at the consulate, for which a room will be placed at their disposal, and the proceedings of such meetings and the actions ensuing thereon might form a particular part of the business of the commercial department of the consulate.

CONTRACT FOR COINING NICKEL.

The Government of Brazil has issued a call for bids for the coining of 20,000 contos of reis in nickel coin, of the denominations of 100 and 200 reis. According to the terms of the call, bids will be received at the financial agency of Brazil in London. It specifies that there shall be 50,000,000 pieces of 200 reis and 100,000,000 pieces of 100 reis. The coin shall contain 25 per cent nickel and 75 per cent copper; weight, 15 grammes (231.480 grains) of the 200 reis pieces, and 10 grammes (154.310 grains) of the 100 reis pieces. The whole amount of the coin is to be delivered within eight months from the date of the contract, the bidder giving security in the amount of £10,000 ($50,000) in the bonds of the Brazilian foreign debt.

NOTE.—The nomimal value of the gold milreis is 54.6 cents. The market value of the paper milreis in United States currency is at present 14 cents.

TRADE WITH THE UNITED STATES.

The late Mr. THOMAS L. THOMPSON, Minister of the United States to Brazil, published in the March number of the "Forum" a lengthy and interesting article on the subject of the resources of the country to which he was lately accredited, and the commercial

lations which should exist between the United States and that epublic. From the report, as published, the following extracts e made:

It is remarkable how little the average American business man knows, not ly of Brazil, but of the entire continent south of him. He does not realize at the link is nearly formed by which he may ride across the continent, from alparaiso to Buenos Ayres, in a railway coach with accommodations equal to ose of the best Pullman car. * * * While seeking in the Far East for nsumers of his surplus products of farm and factory, the average American erlooks the opportunities open to his enterprise and sagacity in the continent ich lies, comparatively speaking, at the threshold of his factory and the gate- y of his farm. At the same time he fails utterly to realize that the United ates—the chief consumer of South American products—is paying, by way of change, a vast tribute to Europe, not merely on what is taken from her near- and most natural market for her own products, but on all she sells there. intelligently utilized, not only would the semi-home markets of South America ve to the American consumer what he now pays in exchange to his more terprising European competitor who has forestalled him in the exploration d development of the vast resources of the southern republics, but they would time turn the overwhelmingly adverse balance of trade to the credit of the nited States. * * *

To-day the leading commercial city of Brazil, Rio de Janeiro, with a popu- tion of nearly 750,000 souls, contains but one strictly American mercantile ouse supported by any considerable amount of capital. In the entire Republic, ith a population of 16,000,000, only two such houses exist. The American olony, registered, numbers probably 1,500, embracing a few coffee buyers gents only), farmers, clerks, mechanics, dentists, and other professional men attered over the country; while the British, French, German, Portuguese, and anish colonies number, respectively, in the order named, many thousand inhab- nts, representing hundreds of millions of dollars placed in mercantile, bank- g, mining, transportation, and other pursuits which yield remunerative divi- nds. * * * I believe that Brazil offers many good openings to energy and terprise if properly guided by administrative capacity and duly supported by pital. It is obvious, in particular, that a large number of energetic and intelli- nt Americans engaged in industrial pursuits in Brazil would have an enormous luence in developing the natural resources, and, consequently, in increasing e purchasing power of the country, as well as in directing trade toward the nited States.

BUSINESS OPPORTUNITIES.

Mr. CHARLES P. KING, an American, residing in Rio de Janeiro, gaged in the commission business, gives the following advice, the "Farm Machinery," regarding business prospects for young en in Brazil. He considers it impracticable for any one to go

to Brazil without sufficient capital to establish himself, but for those who have the means he says:

There is a splendid opportunity offered to establish almost every kind of manufacturing business. The people hardly produce a thing that they use. Clothing, dry goods, boots and shoes, hardware, farming implements—in fact, everything of the most ordinary use is brought in from abroad. The reason there is a grand chance to make money by manufacturing in Brazil is that the high tariff on imported goods enables the home manufacturer to sell at a tremendous profit.

The United States gets but a small share of the trade of the Republic, and there is no American line of merchant vessels running to Brazilian ports. If our manufacturers and merchants pursued a wiser policy, an enormous amount of business could be done between the two countries. In the first place, it is necessary to do as the English, Germans, and French do; these people have their regularly established agencies, and they keep men in charge who can speak the language of the country. An American merchant sends one of his drummers to Brazil, who is ignorant of the customs of the land and can't speak a word of Portuguese. He comes back and reports there is no business in the country, for he couldn't do a thing in the way of selling goods when he had to employ signs and gestures to convey his meaning. Again, the Europeans give the local merchants long credits. For years this has been the rule, and the South Americans dislike the American way of wanting cash in thirty days. As long as they can get accommodated by others they perfer not to deal with a country that is so insistent on speedy payments. Of course, the Englishmen and Germans who give extended credits get a handsome profit for waiting, and the risk they take is small. There is no reason why Americans should not adopt the same policy, and they will have to do it in order to capture the trade.

COLOMBIA.

MINERAL RESOURCES.

South Africa, Australia, and other remote parts of the world have of late years withdrawn the attention of persons in the United States and on the European Continent from the vast undeveloped regions of mineral riches lying near their doors. The conditions existing in these far-off lands having finally resolved themselves into their normal conditions, leaves enterprise to seek channels for its efforts nearer home. The Republic of Colombia at the present time offers great opportunities and attractions in this special field. Within the last few weeks several new companies have been

ormed in London and on the Continent to develop the marvelous nineral resources of the country.

The "Engineering and Mining Journal," published in the city of New York, in its issue of April 30, contains a lengthy and nstructive account from the pen of Mr. FRANCIS C. NICHOLAS, of he gold fields of Colombia and the work that is now in progress here. Coming from so reliable a source, the following extracts rom the report of Mr. NICHOLAS are given place in the MONTHLY BULLETIN:

The statements here presented are based on explorations in Colombia, ttending from the Gulf of Darien across country to the Pacific below Buena- ntura; from the eastern limits of the Republic near Venezuela across to the agdalena River, and from the north coast to the interior regions of the ides. In a general way Colombia can be divided in four periods of geological mation:

1. The gold-bearing regions, extending from Ecuador down through the west ntral part of the country, through Antioquia, across the Magdalena River to art of the State of Santander, and terminating in the upper districts of the te of Bolivar.

. Ranges of mountains on either side of the gold regions, exposing uptilted ments, nonauriferous themselves, but carrying placer deposits apparently inating in the adjacent gold regions.

The vast regions north of the mountains and southeast toward the Amazon, re there are low sediments, swamps, and sienegas of little interest to the gold er.

The massive isolated ranges of the Sierra Nevada de Santa Marta, situated g the eastern part of the north coast.

detailed description would show numerous exceptions to these general out- . For example, in the eastern ranges of mountains toward Venezuela there masses of eruptive rocks and violent seismic actions are frequent; in the ern ranges there are intrusive igneous formations, and the Isthmus of ama, in many respects different from other portions of Colombia, is not uded.

* * * * * * *

here are undoubtedly most valuable gold placers in Colombia, some formed he direct erosion that is taking place in the gold-bearing regions and rs by secondary movements among deposits that have been thrown out of r original positions, and in such formations the question to be considered is amount of country eroded to form concentrations and auriferous deposits. s applies also to the rivers, some of which unquestionably contain great ntities of gold. Unfortunately, however, the bed rock is very soft and the ents have generally eroded to such depth that it is impossible to turn them. ne of the rivers are well situated for this kind of mining venture, but in con-

sidering such undertakings it should be remembered that frequently the rivers do not cut gold-bearing formations, and under such conditions the important point to consider is the extent of surface material that has been washed into the river; and naturally the amount of material brought down to a river favorably situated for turning is not so great as in the lower rivers draining a more extended country.

These statements are simply a general outline of certain conditions relating to the gold mines of Colombia as found in the geological divisions noted.

* * * * * * *

Referring in a general way to the gold mines of Colombia, caution is required in selecting among the thousands and thousands of mines that have been taken up, and are now seeking a market. The laws by which such property can be acquired in Colombia are very liberal, and it costs but little to secure title. For this reason owners are numerous, and for the benefit of prospectors it can be stated that the country has been pretty well occupied, but investors or syndicates would find excellent material to work on with very liberal terms from owners who can not hope to develop their mines themselves.

It may be interesting for Americans who remember the speculation and disastrous failure of El Christo Mining Company to know that this property is still producing, and has been on a paying basis for some years. This mine, after the company had failed, was taken for unpaid salaries of employees in Colombia. They disposed of the property to an English syndicate, who worked it, and in three months paid the purchase money and all expenses out of a rich strike, and the property has given handsome returns since then, and is still paying, though it is a silver mine and consequently at a disadvantage.

The mining regions of the State of Tolima, where El Christo is situated, are all within two or three days' travel from the city of Honda. Other silver mines are being operated in this district, notably the old Frias mine, which many people consider the best equipped property in South America. It is reported to be paying £40,000 to £50,000 a year on the basis of silver at 50 cents per ounce.

El Rosario mine is being worked by an English company at a good profit, and is considered a very rich property. The Calamante mine is also being worked by an English company, and though the ore is low grade the property yields good returns. All these are silver mines operated by concentrating their ores, and shipping the product to England for treatment.

The old Santa Ana mine, which has been worked since 1826, is probably to be reopened. It belongs to the Government, and has been leased to English parties. The workings are down perhaps 1,000 feet, and the ores are suitable for smelting on the property. This is the mine that formerly supplied the fine silver out of which the old Colombian coins were made, and which gave them a premium over all others.

The State of Tolima has extensive gold placer deposits, some of which are being worked to good advantage. The property of an English company, the Colombian Hydraulic, known as Mal Paso, is still giving excellent results.

Recently the workings cut through a false bed rock of clay and shales and struck extensive deposits of rich cemented gravels.

Another English company is operating a mine known as La Rica, where there are extensive beds of low-grade gravel under very favorable conditions, and the property is paying well.

The Cajongra mine is being operated by an American owner, and so far has paid expenses while working up to the better parts of the gravel banks. The monitors are now cutting against good gravel, and favorable results are expected in the next clean up. The mines known as Orita and Malbar are being worked by English companies at a small profit. They have extensive gravel banks and plenty of water. The Barito and Tablaza mines are also being worked by English companies, but so far have not returned a profit. An English company has bought and is preparing to open the Paroquio mines, where there is plentv of water and prospects are excellent.

The Pavas mine is being worked by a French company, which has brought water across the Guarino River by a siphon with a drop of 2,000 feet, very heavy tubing being used at the bottom; but when the water was turned on it spouted out with great force through the iron itself, though no openings could be seen. The joints were tight and the pipes were strengthened with iron bands. The property has quantities of rich gravel, but results have not been reported. A German company is working the Purnio mines. They have rich gravel, but no dump, and are using some patent process, and are keeping results a secret. They are supposed to be making good money, and appear to be well satisfied with themselves.

There is still a great extent of placer ground in Tolima that is not being operated, but it is nearly all in the hands of different native owners, who are waiting for an opportunity to dispose of their holdings.

In the State of Antioquia there are great numbers of mines that are being worked in a small way with rough machinery, and are yielding good returns. The Pedro mine is probably the best of them, and working selected gravel pays some $5,000 per month; and from this various quartz and placer properties are worked for profits as low as $500 per annum, but $1,000 to $3,000 per month is the ordinary return for many of them. Along all the rivers there are numbers of people washing gold in the dry season at a profit of $1 to $2 per day, with an occasional run of better luck.

The shipments of gold from Medillin, the capital of the State, are averaging about $300,000 per month, and about February 23 a pack train of mules delivered $1,240,000 worth of gold at Puerto Barrio from interior points, said to have come mostly from the Crystalas mine, operated by a French company. La Luma mine, worked by an English company, is also giving excellent returns.

Mining interests are probably more active in Antioquia than in any other part of the Republic, but on account of the very rich deposits, native efforts, satisfied with crude methods, are more abundant than foreign companies carrying modern equipment.

In lower Antioquia, along the Cauca and Nache rivers, considerable mining

is being done, and one or two large English companies are operating quartz properties. The gold is shipped directly to Barranquilla. There is said to be plenty of unoccupied ground in Antioquia, but it is my opinion that all the best places have been taken up.

From the Choco regions in western Colombia small workings and hand washings are producing about $500,000 per annum, and in the southern part of the State of Cauca considerable work is being done, mostly by hand labor and ground sluicing.

RAILWAY CONTRACT.

The Department of State has received from Minister HART, under date of Bogota, March 8, a copy of a contract given to Señor JUAN BAUTISTA MANNERO Y TRUCCO for the construction of a railroad from the port of Girardot to the savanna of Bogota.

The concessionary binds himself to construct the Girardot railroad and deliver it finished at the end of five years. He is to change the present gauge to one of 1 meter (39.37 inches), and to complete all the works and terrepleins necessary; also to exchange the rails of the line for rails weighing 20 kilograms (44 pounds) a linear meter; the locomotives for others not weighing less than 30 tons each, and the remainder of the rolling stock suitable for a road of 1 meter gauge; this work to be included in the five years' contract. The first 10 kilometers (6.215 miles) from Juntas de Apulo toward Bogota must be constructed within one year from the date of contract. For failure to comply, unless the delay be proven unavoidable to the satisfaction of the Government, the contract will be forfeited.

All of the rolling stock of the line now in construction and use must be repaired and renewed in part within eight months after the approval of the contract, so that on said date there shall be in perfect condition, 3 repaired locomotives, 1 new 25-ton locomotive, 2 first-class passenger cars, 3 second-class passenger cars, 20 freight cars, and 4 stock cars. The warehouse at the port of Girardot must be enlarged sufficiently to meet the necessities of traffic.

A personal bond for $50,000 gold, made acceptable to the minister of Hacienda, must be given, which will revert to the Colombian treasury if the concessionary fails to fulfill all of the obligations of the contract.

GUATEMALA.

OPPORTUNITIES FOR INCREASING TRADE.

From a very interesting correspondence on the climate, soil, products, etc., of Guatemala, published in the "Farm Implement News" (Chicago), in its issue of March 24, the following extracts are taken as bearing upon the possibilities of further developing the trade of the United States with that country:

Matters here are improving. The new administration, organized immediately after the assassination of Barrios, has acted with much wisdom and moderation, and, being supported by the Congress now in session, confidence seems to be fully restored and the Republic is everywhere quiet. The heavy fall in exchange during the past two weeks is the best evidence that the crisis is past and no disturbance is anticipated. Business has improved lately on account of the coffee crop—the chief dependence of the country—having turned out better than was expected and the price having largely advanced. The effect is like that of a big wheat crop in our country and consequent advance in prices. With improving times and a satisfactory administration there is no reason to expect any political disturbances, and the Republic ought to make better progress in the development of her great natural resources.

* * * * * * *

The soils of Guatemala are generally rich and exceedingly productive, the products varying according to the altitude and temperature, of course. Tropical fruits, rice, cotton, cocoa, india rubber, vanilla, etc., are produced in the hot zone; coffee, sugar, corn, tobacco, beans, grapes, etc., in the temperate zone, and wheat, oats, barley, etc., in the cold zone. Subtropical fruits are produced everywhere; and as the valleys in the upper zones fall below the average altitude and are rich and warm nearly all kinds of products may be found in the same neighborhood or local market. No finer oranges or lemons can be produced in any country.

Though all the products mentioned can be raised with profit and in profusion, coffee is the main dependence of the country, because it yields more money with less application of labor than any. Cattle, also, are largely raised for the same reason. In fact, the scarcity of labor has greatly retarded the development of agriculture, as the Indians or native laborers are not naturally disposed to work or hire, and therefore inflow of foreign labor is much needed and desired. The mines of gold and silver and the forests of precious woods are other sources of wealth which remain generally undeveloped on account of this scarcity of labor. The people, as in Mexico and other Latin-American countries, are whites, Indians, and mixtures, the whites—including all those who claim to be—comprising about one-third of the population.

Coffee is the principal export, though a considerable amount in the aggregate

of hides, leather, sugar, lumber, and fruits is exported; but all the best coffee is sent to Europe. The principal articles imported are cotton and woolen goods, iron and its manufactures, machinery, furniture, flour, preserved meats, drugs and medicines, and wines and liquors. Most of these, except flour, are imported from Europe, because the trade is mostly in the hands of Europeans resident here, Germans generally, and because there are no adequate means of transportation between Guatemala and the United States.

The completion of the Northern Railway between Guatemala City and Puerto Barrios on the Atlantic waters will open direct communication with the United States, and the Atlantic lines of transportation will let in goods from that direction. Of this road 135 miles have been constructed and put in operation, and 60 remain to be built, and as the life and progress of the country depend upon its completion, the delay in the work on account of President BARRIOS's assassination can not be long maintained. When completed, the products of the United States will pour in here from across the Gulf and from the Atlantic ports, and American tourists will come to enjoy this delightful climate and magnificent scenery.

Although this country is so rich in agricultural resources and possibilities, the demand for farm implements will never be large here. The surface is too broken and uneven for any extensive use of harvesting, cultivating, and planting machinery; but there ought to be a considerable demand for plows and small cultivating implements, for windmills, sugar machinery, barb wire, nails, hardware, etc., and these should all come from the United States. They are now on the markets here, but are mostly of European make. I have seen quite a number of windmills in use, and these are nearly all American, several from Chicago, having come around by the way of San Francisco. When the Northern road is completed, such goods will go via New Orleans and across the Gulf to Puerto Barrios, as direct a route as can be made.

RAILWAY AND STEAMSHIP ENTERPRISES.

Consul-General BEAUPRÉ, writing from Guatemala, under date of April 2, 1898, advises the Department of State that on the 23d ultimo the National Assembly of Guatemala formally authorized President CABRERA to lease or sell the Northern Railroad of Guatemala, or make such arrangements as will insure its completion at the earliest date possible and on terms most advantageous to the nation.

As has been repeatedly stated in the MONTHLY BULLETIN, the building of this road is the most important enterprise which has been undertaken in Guatemala for a great while. The project originated with the late President BARRIOS and was a favorite scheme during his tenure of office. The road is now completed from Puerto Barrios, on the Gulf of Honduras, to San Augustine; the remaining distance to Guatemala City has been surveyed,

the route located, and the practicability of its construction fully demonstrated.

When completed, the road will render accessible the richest coffee-producing sections of the Republic, also open up the rich mineral regions and forests, and it is anticipated will give to this part of the country the possibilities for development so long desired.

Puerto Barrios is about 800 miles from New Orleans, and with the opening to traffic of this new road, American merchandise can be transported with facility, and American merchants can travel comfortably and quickly to the markets of Guatemala, and consequently the trade of the United States will greatly increase.

Consul-General BEAUPRÉ, in speaking of the opportunity to buy or lease the road, says:

> The value of this railroad as an investment is well understood by foreign capitalists, and I believe there is not the slightest doubt of its completion within three years. It would be well for Americans who desire to place money in foreign enterprises to investigate the railroad. A valuable concession can be had, and the completed road purchased for less than half its original cost.

The National Assembly also empowered the President to enter into a contract with the Pacific Steam Navigation Company, an English corporation, and the Chilean Compania Sud Americana de Vapores to transport the mails between the Guatemalan port of Ocos and Chile; the consideration being $15,000 per year, to be increased to $30,000 when these steamers shall extend their service to San Francisco.

It has been noted in a previous number of the MONTHLY BULLETIN that these two steamship lines, which formerly made Panama their northern terminus, had recently extended their route to Central American ports with the ultimate purpose of going to San Francisco.

As supplemental to the above statement, Consul-General BEAUPRÉ notifies the Department of State, under date of April 6, that the Guatemalan Government has made a contract with Messrs. May and Jekyll, citizens of the United States, to operate the Northern Railroad, receiving from the Government a bonus of $40,000 per month. Mr. J. T. Norton, an American, has been appointed general manager, with official headquarters at Puerto Barrios. The contract went into effect April 15,

COMMERCIAL CONDITIONS.

According to a French official report, published in the "Nouveau Monde," the value of the exports of Guatemala in the year 1896, as well as in the several preceding years, greatly exceeded the imports, the exports representing 23,085,000 piastres and the imports 9,143,000 piastres. The report states that the greater part of the coffee interests are owned by Germans, most of whom are nonresidents of the country; consequently the proceeds, to a great extent, are sent to Germany instead of being expended in the country.

The German interests in Guatemala are estimated at more than 150.000,000 marks ($6,250,000 United States currency). The Germans have done much for Guatemala in developing the agricultural resources of the country.

NOTE.—The Guatemalan piastre (peso) was estimated by the Director of the United States Mint, on October 1, 1897, to be worth 42½ cents United States currency.

HONDURAS.

CONCESSION FOR OPENING AND NAVIGATING THE PATUCA RIVER.

Mr. W. M. LITTLE, United States Consul at Tegucigalpa, in a communication dated March 31, informs the Bureau that at the last regular session of the congress of Honduras, a concession was granted to JOHN E. WOOD and associates, of Cleveland, Ohio, for opening the entrance to the Patuca River and for navigation of the stream. Following is a brief outline of the conditions of the concession:

The contractor is obligated to make a channel to the mouth of the river which will admit ocean-going vessels of lighter draft, and build a wharf and custom-house. He is also authorized to establish and operate a line of steamers from the mouth of the river to a point about 150 miles above.

In consideration of the fulfillment of the stipulations above enumerated, the concessionaire shall receive the wharfage dues on all articles whatever for export or import that enter the river; the

xclusive right of navigating the river by steamers, or otherwise, r a period of ten years; also preferences in concessions for conructing a railroad from the head of navigation, indicated above, all points in the Department of Olancho, and certain advangeous terms for colonizing that portion of the country. He shall so receive the title to 100,000 hectares (247,110 acres) of national nds.

Consul LITTLE reports that the Patuca River is the most impornt stream in the country, and that if the proposed scheme of ıvigating it is carried out steam transportation will be established ith what is considered to be the richest agricultural section of londuras.

MEXICO.

POINTS FROM THE PRESIDENT'S MESSAGE.

President DIAZ delivered his message at the opening of the egular session of the Mexican Congress on April 1. He conratulates the country upon the continuance of favorable and iendly relations with the various nations, which have existed for e past years.

On the subject of public instruction the message states:

The half-yearly examinations in the institutions of higher primary education the capital, of the heads of prefectures, and of the territories were conducted th regularity, as were also the final yearly examinations in all the elementary hools. The number of the latter has increased considerably, and the total atriculations, without including the reports from the southern district of Lower alifornia, which have not been received, reached the figure of 56,638 pupils. he national schools, almost in their entirety, are abundantly supplied with the ecessary furniture and paraphernalia.

On the subject of mining the President says:

The status of the mining industry of the Republic is satisfactory. During ıe period covered by this message 957 new grants have been issued, covering ,297 claims of one hectare each, the grants issued pursuant to the new law in ıe premises amounting to 7,476, comprising an area of 58,543 hectares.

The exports of minerals continue on the increase, for by the data published p to this time it may be seen that the value of the minerals exported during he months from June to November last reached 39,000,000 pesos in round ıumbers, as against a little more than 28,000,000 in the same half-year of 1896. ın these exports silver figures to the value of 34,000,000 pesos; gold to the

value of over 3,000,000, and lead to the value of 1,200,000 pesos. Antimony and zinc metals also appear among the exports.

An idea of the movement of the mining industry is conveyed by the activity displayed in some of the great metallurgical establishments founded under Government concessions. The central smelter of Aguascalientes received for treatment, during the fiscal year 1896–97, 102,349 metric tons of ore. In the same period the San Luis Potosi smelter treated 57,653 tons, and the Great Monterey smelter 185,730 tons. The Velardeña establishment in Durango treated 53,240 tons. The Boleo Company in Lower California smelted 171,000 tons of copper ore, and the Mazapil Company 15,000 tons of copper and silver ore.

The President reports agriculture to be in a most forward and favorable state. Good crops were obtained during the past year, which will lend encouragement in this important industry for the future. The value of agricultural products in the year 1896 is stated as amounting to 221,000,000 pesos, exclusive of cattle, products of the forests, and of fruits.

The Department of Promotion has had an increased number of demands for concessions to use waters subject to Federal jurisdiction for the purposes of irrigation and motive power. These concessions have been liberally granted, having for their purpose the development of a most important and valuable feature of public welfare.

The message states that during the period intervening since the last meeting of Congress 419,000 hectares of public lands have been issued under proper patents to private uses.

On the subject of colonization, the President states, in effect, that some good results have been accomplished, but not such as the opportunities and possibilities of the country apparently offered. There is a great need of foreign immigration composed of persons with some capital, and possessed of an industrial purpose to develop the opportunities which the country affords.

Much has been done and much work still remains to be done in improving the principal seaports of the country. The Vera Cruz Harbor works are being prosecuted with great energy and regularity; these have progressed to the extent that coastwise steamers already moor alongside the wharves. Within a reasonable time the extensive breakwaters, which are under contract of construction by Messrs. PEARSON & SONS, will have been completed, and the harbor of Vera Cruz will become then one of the finest and most convenient in the world. The building of the

s and breakwaters at Tampico is also progressing satis-

At the port of Coatzacoalcos the channel has been made deep at half tide, which enables steamers of good draft he bar and enter the river. A contract has been made RSON & SONS to make a good harbor, with suitable piers, Cruz, the Pacific terminus of the Tehuantepec Railroad. ship line has been established between Vera Cruz and ıur, touching at Tampico and Galveston.

essage states that since September, 1897, there have been ed 350 kilometers of railroad. The total length of rail- s in the Republic at present is 11,364 kilometers; this s stated as being something less than that given in the dential message, and is explained by the fact that several s have been permitted to discontinue the operation of s on the ground that they were not profitable. The way lines have been extended 234 kilometers.

le of postage stamps demonstrates the fact that the amount ıatter has very largely increased within the last six months. al money orders show an increase of 40 per cent; the f new post-offices and postal agencies have been greatly

The federal telegraph system has been enlarged and ıproved. Since September, 576 kilometers of new lines ı built and old lines improved.

subject of finance, the President states that no important ıs taken place in the economical status of the country or deral treasury. With respect to banks, it is stated that ıt banking law has continued to meet the expectations xecutive; the Republic now has 13 banks of issue in , and 2 great national banks doing business in the capital, ımerous branches throughout the country.

STEEL WORKS IN CHIHUAHUA.

tated in the "Iron Trade Review" that the Wellman ngineering Company has contracted to build a new basic rth steel works at Chihuahua, Mexico. The United ll furnish the greater portion of the capital and a new has undertaken the enterprise. This will be the first nanufacture steel in the Republic of Mexico. It will

be modern in every respect, with the most improved labor-saving appliances.

The Compañía Industrial Mexicana now operates a rolling mill at Chihuahua, which was started in 1892. The equipment consists of two Siemens gas-heating furnaces, three trains of rolls (8, 12, and 20 inch), one 1,500-pound hammer, and seven cut nail machines. The annual capacity is 10,000 tons of merchant bar iron, bolts, nuts, washers, and horseshoes, and 12,000 kegs of nails. Scrap furnishes the raw material, of which there is an abundance in Mexico. The projected open hearth plant will be situated close to the rolling mill, and scrap will be used for the most part in making steel. There are local deposits of hard ore, but they have not been developed.

FINANCES AND INDUSTRIES.*

Under date of January 28, 1898, Hon. POWELL CLAYTON, United States minister to Mexico, forwards to the Department of State a statement explanatory of the items contained in the budget for the fiscal year 1898–99 proposed to the Mexican Congress by Mr. LIMANTOUR, Secretary of the Treasury.

The total revenue for the year, based upon the usual estimates, is given at $51,659,500, or $549,383 in excess of the past fiscal year. In order, however, to meet a small anticipated deficit, an excise duty on the manufacture of alcoholic beverages was decided upon. This tax is estimated to yield $450,000, thus bringing the total revenue up to $52,109,500. The estimated total expenditures of the Government amount to $52,089,484.45. The budget, therefore, as proposed, shows a surplus of $20,015.55. Taking into consideration the abundant harvest of the past year, Mr. LIMANTOUR expects a large increase in the purchase of foreign goods during the fiscal year under consideration and a corresponding increase in the revenue from import duties; also from the internal stamp tax growing out of an enlarged domestic trade.

The receipts from export duties are placed at $1,393,000, derived as follows:

* In this report the estimates are given in the currency of Mexico. The value of the Mexican peso (dollar) is, according to the valuation given by the United States Director of the Mint January 1, 1898, 46 cents in the currency of the United States.

Articles.	Receipts (silver).
ative building timber, cabinet woods, dyewoods, and mulberry, and transit of foreign woods (an average of receipts for the past two years).	$225, 000
acaton root, an increasing product, same figure as last year	25, 000
hicle, the same	42, 000
rchil, the exportation of which is about ended	1, 000
isal hemp, the same as last year	350, 000
loe fiber, same as product of last year	43, 000
lides and skins of all kinds, constantly increasing, same as for year 1896–97	77, 000
offee, based on an exportation of 18,000,000 kilograms (39,682,800 pounds)	630, 000
Total export receipts	1, 393, 000

Under the head "sundry taxes on foreign commerce," based on the receipts of former years, the following revenue is anticipated:

Description.	Receipts (silver).
wo per cent for port works on $21,500,000 import duties	$430, 000
pecial port dues	47, 000
onnage, light-house, warehouse, guard dues	100, 000
avigation patents	1, 000
ilotage and port offices	42, 000
ills of health	72. 000
onsular invoices	227, 000
ertificates issued by consulates and legations	8, 000
ues used for roofing the mole in Vera Cruz	27, 000
Total	954, 000

Receipts from sale of revenue stamps is estimated at $6,885,000, the same as for the present fiscal year. The revenue to be derived from the various States to the national treasury is placed at $5,450,000, which amount corresponds to that of the fiscal year 1895–96.

Speaking of gold and silver mining, Mr. LIMANTOUR states that the fall in silver has not prevented an increased production of that metal in Mexico, while in other countries mines are closed down. He attributes this to a growing information concerning Mexico's mineral resources and improved methods of working ores, and the working of cheaper grade ores; and he makes the assertion that the extraction of silver could be carried on at a profit even should the price become still lower. The production of gold having increased also, the mining tax derived from this source is expected

to show a slight increase over that of the past fiscal year. It is estimated that from this source there will be derived a revenue amounting to $2,730,000. The estimate for the tobacco tax is the same as that of the previous year—$1,225,000. The tax on alcohol is placed at $818,000.

The total receipts from stamp duties of all kinds is calculated at $20,000,000. Coinage, assay, and kindred fees are estimated at $1,260,000, and from trade-marks and patents a yield of $20,000 is anticipated.

The estimated Federal revenue to be derived from direct taxes in the Federal District and Territories is placed at $2,511,000, a slight increase over the receipts of the past year.

The Tehuantepec railway is counted on for $180,000.

The report embodies various other items yielding revenue to the Government. Only the leading ones are enumerated here.

EXPENDITURES.

The table below shows the expenditures allotted to the several departments of the public service. It will be noted that the budget for the next fiscal year calls for expenditures amounting to $1,707,500 in excess of the current year. But it should be borne in mind that extensive improvements contracted for the harbors of Vera Cruz, Tampico, Coatzacoalcos, Salina Cruz, and other public enterprises account for a very large share of this sum. Besides, the estimates are based on 46 cents as the value of the peso for the coming fiscal year, while for the current year the exchange rate was based on 48 cents, this difference alone amounting to $636,320.

Department.	Budget, 1897-98 (silver).	Budget, 1898-99 (silver).
Legislative	$1,018,643.90	$1,018,643.90
Executive	80,968.60	80,968.60
Judicial	433,051.80	444,654.15
Foreign affairs	531,741.50	543,467.55
Home affairs	3,652,817.45	3,685,272.85
Justice	2,288,052.85	2,311,560.75
Fomento	742,973.11	741,874.66
Communication	5,450,217.45	5,627,544.09
Treasury administration	6,069,552.85	6,121,229.90
Public debt	18,853,768.00	19,964,268.00
War	11,450,196.47	11,750,000.00
Total	50,581,983.98	52,289,484.45

Department.	Increase (silver).	Decrease (silver).
Judicial	$1,602.35	
Foreign affairs	11,726.05	
Home affairs	32,455.40	
Justice	23,507.90	
Fomento		$1,098.45
Communication	177,326.64	
Treasury administration	51,677.05	
Public debt	1,110,500.00	
War	299,803.53	
Total	1,708,598.92	1,098.45

ROUTES TO THE PRINCIPAL COMMERCIAL CENTERS.

The following statement shows the several routes by which merchandise may be entered and shipped to the principal markets of the country.

TO CITY OF MEXICO.

Via port of Vera Cruz and the Mexican or the Mexican Interoceanic Railway.

Via port of Tampico and the Mexican Central Railway.

Via the frontier Custom-House of Laredo and the Mexican National Railway.

Via the frontier Custom-House of Piedras Negras and the Mexican International and Central Railways.

Via the frontier Custom-House of Paso del Norte and the Mexican Central Railway.

TO GUADALAJARA.

Via the port of Vera Cruz and City of Mexico and from there by the Mexican Central Railway.

Via the port of Tampico and the Mexican Central Railway.

Via the frontier custom-house of Piedras Negras and the Mexican International and Central railways.

Via the frontier custom-house of Paso del Norte and the Mexican Central Railway.

TO PUEBLA.

Via the port of Vera Cruz and the Mexican or the Mexican Interoceanic Railway.

Via either of the northern frontier custom-houses, through the City of Mexico, and the Mexican or Mexican Interoceanic Railway.

TO SAN LUIS POTOSI.

Via the port of Tampico and the Mexican Central Railway.

Via the frontier custom-house of Laredo and the Mexican National Railway.

TO MONTEREY.

Via the port of Tampico and the Monterey and Gulf Railway.
Via the frontier custom-house of Laredo and the Mexican National Railway.

TO CHIHUAHUA.

Via the frontier custom-house of Paso del Norte and the Mexican Central Railway.
Via the port of Tampico and the Mexican Central Railway.
Via the port of Vera Cruz and the City of Mexico, thence by the Mexican Central Railway.

TO DURANGO,

Via the frontier custom-house of Piedras Negras and the Mexican International Railway.
Via the port of Vera Cruz and the City of Mexico, thence by the Mexican Central and International Railways.
Via the port of Tampico and the Mexican Central and International Railways.

TO OAXACA,

Via the port of Vera Cruz and the city of Puebla and from there by the Mexican Southern Railway.
Via either of the northern frontier custom-houses and the City of Mexico to Puebla, thence by the Mexican Southern Railway.

SANTO DOMINGO.

INCREASE OF TARIFF.

The Dominican Government has made the following changes in the customs tariff of that country, taking effect on April 1, 1894.

ART. 1. That there be created a surtax of 10 per cent on the customs dues existing at present, destined exclusively for the guaranty and payment of the obligations contracted by the Government with the operations which are being carried on in the conversion of the foreign debt denominated "consoildated gold bonds, 4 per cent, 1893," and the "French-American reclamation consols, 1895."

ART. 2. The time during which the surtax decreed in the foregoing article shall be applied shall be left to the discretion of the Executive and regulated as he may deem advisable.

UNITED STATES.

TRADE WITH LATIN-AMERICA.

STATEMENT OF IMPORTS AND EXPORTS.

Following is the latest statement from figures compiled by the Bureau of Statistics, United States Treasury Department, showing the value of the trade between the United States and the Latin-American countries. The report is for the month of February, 1898, corrected to April 1, 1898, with a comparative statement for the corresponding month of the previous year; also for the eight months ending February 28, 1898, compared with the corresponding period of the fiscal year 1897. It should be explained that the figures from the various custom-houses showing imports and exports for any one month are not received at the Treasury Department until about the 20th of the following month, and some time is necessarily consumed in compilation and printing, so that the returns for February, for example, are not published until some time in April.

IMPORTS OF MERCHANDISE BY THE UNITED STATES.

Articles and countries.	February—		Eight months ending February—	
	1897.	1898.	1897.	1898.
Chemicals:				
Logwood (*Palo campeche; Pdu campeche; Campêche*)—				
Mexico	.....	.....	$8,525	$20,130
Central America	.....	.....	7,535	.....
Coal, bituminous (*Carbón bituminoso; Carvão betuminoso; Charbon de terre*):				
Mexico	$16,708	$12,205	128,510	125,790
Cocoa (*Cacao; Coco ou Cacão crú; Cacao*):				
Brazil	17,127	45,280	264,727	145,361
Other South America	22,393	106,452	605,806	714,313
Coffee (*Café; Café; Café*):				
Central America	1,076,815	697,362	2,114,096	1,818,559
Mexico	640,345	513,746	1,569,851	1,952,748
Brazil	4,735,974	2,743,088	36,995,247	29,096,065
Other South America	1,210,725	568,563	7,728,492	5,854,813

IMPORTS OF MERCHANDISE BY THE UNITED STATES.

Articles and countries.	February—		Eight months endi February—	
	1897.	1898.	1897.	189
Cotton, unmanufactured (*Algodón en rama; Algodão em rama; Coton, non manufacturé*):				
South America	$11,544	$21,633	$66,658	$5
Fibers:				
Sisal grass (*Henequén; Henequen; Hennequen*)—				
Mexico	465,665	342,838	2,564,026	2,66
Fruits:				
Bananas (*Plátanos; Bananas; Bananes*)—				
Central America	70,249	95,259	774,608	84
South America	35,420	36,439	334,220	33
Oranges (*Naranjas; Laranjas; Oranges*)—				
Mexico	1,321	175	252,282	13
Furskins (*Pieles finas; Pelles; Fourrures*):				
South America	.....	.....	16,066	3
Hides and skins (*Cueros y pieles; Couros e pelles; Cuirs et peaux*):				
Central America	16,847	17,588	166,188	13
Mexico	219,440	194,808	991,745	1,12
South America	1,164,921	730,038	5,258,837	5,60
India rubber, crude (*Goma elástica cruda; Borracha crúa; Caoutchouc, brut*):				
Central America	33,357	26,475	307,112	27
Mexico	1,182	3,053	17,458	2
Brazil	2,029,294	2,231,090	7,693,367	11,05
Other South America	37,617	49,716	340,550	42
Lead, in pigs and bars, etc. (*Plomo en galápagos, barras, etc.; Chumbo em linguados, barras, etc.; Plombs, en saumons, en barres, etc.*):				
Mexico	99,772	154,649	935,088	1,12
Sugar, not above No. 16 Dutch standard (*Azúcar, no superior al No. 16 de la escala holandesa; Assucar não superior ão No. 16 de padrão hollandez; Sucre, pas au-dessus du type hollandais No. 16*):				
Mexico	1,296	2,451	12,045	
Brazil	555,330	623,493	1,521,234	1,08
Other South America	585,032	685,702	3,687,060	2,83
Tobacco, leaf (*Tabaco en rama; Tabaco em folha; Tabac en feuilles*):				
Mexico	24,725	4,451	204,604	19

MPORTS OF MERCHANDISE BY THE UNITED STATES.

ticles and countries.	February—		Eight months ending February—	
	1897.	1898.	1897.	1898.
hogany (*Madera, caoba; ; Acajou*):				
America		$995	$74, 109	$105, 163
	$31, 626	23, 857	206, 258	230, 072
merica	11, 554		26, 980	38, 879
a; Lã; Laine):				
merica—				
1 (clothing)	242, 119	23, 353	853, 188	446, 497
2 (combing)	148, 406		148, 406	9, 391
3 (carpet)	22, 751	11, 857	351, 512	229, 700

EXPORTS OF DOMESTIC MERCHANDISE.

al implements (*Instrumen- agricultura; Instrumentos icultura; Machines agri-*				
America	$350	$365	$23, 262	$14, 002
	15, 911	6, 220	77, 446	73, 682
mingo		12	635	837
a	27, 756	28, 136	323, 993	291, 697
	1, 937	3, 482	15, 485	16, 124
a	128	366	2, 274	2, 210
uth America	10, 655	13, 542	119, 340	133, 122
anado vacuno; Gado; Be-				
l America	1, 606		10, 256	7, 018
	7, 235	1, 740	22, 406	35, 840
America		4, 280	2, 737	6, 780
rdos; Porcos; Cochons)—				
	31, 777	1, 980	252, 704	43, 078
(*Caballos; Cavallos; Che-*)—				
	4, 576	14, 725	54, 178	54, 329
l America	275	1, 840	32, 987	9, 440
ps, engravings, etc. (*Li- apas, grabados, etc.; Livros, , gravuras, etc.; Livres, e géographie, gravures, etc.*)—				
America	1, 402	2, 810	49, 358	33, 974
	4, 529	11, 287	131, 888	96, 476
mingo	21	22	996	416
a	5, 675	6, 791	15, 606	21, 252
	6, 657	4, 987	41, 581	138, 035
a	3, 737	974	64, 563	15, 289
uth America	5, 876	5, 764	38, 634	29, 040

EXPORTS OF DOMESTIC MERCHANDISE.

Articles and countries.	February—		Eight Months ending February—	
	1897.	1898.	1897.	1898.
Breadstuffs:				
Corn (*Maíz; Milho; Maïs*)—				
Central America	$2,643	$5,549	$20,178	$44,062
Mexico	151,308	160	2,518,257	38,518
Santo Domingo	.....	52	111	166
South America	1,356	1,222	9,165	32,550
Wheat (*Trigo; Trigo; Blé*)—				
Central America	3,579	4,340	55,535	29,009
Mexico	.....	.....	29	41
South America	403	32	152,704	1,319,650
Wheat flour (*Harina de trigo; Farinha de trigo; Farine de blé*)—				
Central America	73,180	85,759	705,481	685,226
Mexico	3,573	4,257	60,511	44,043
Santo Domingo	7,444	7,356	96,416	102,258
Brazil	278,016	157,958	2,137,719	2,306,304
Colombia	50,840	19,729	407,391	377,329
Other South America	128,118	136,209	989,292	1,166,546
Carriages, cars, etc., and parts of (*Carruages, carros y sus accesorios; Carruagens, carros, e partes de carros; Voitures, wagons et leurs parties*)—				
Central America	17,211	3,449	108,207	26,526
Mexico	24,596	13,802	264,945	444,435
Santo Domingo	373	5	12,133	21,161
Argentina	6,314	78,314	105,451	174,848
Brazil	40,665	2,445	101,077	139,874
Colombia	3,650	2,673	42,012	21,180
Other South America	2,055	21,633	30,734	57,885
Cycles and parts of (*Biciclos y sus accesorios; Bicyclos e accessorios; Bicyclettes et leurs parties*)—				
Central America	5,014	328	46,957	5,938
Mexico	5,739	5,616	47,895	43,111
Santo Domingo	557	47	2,380	727
Argentina	1,110	9,704	21,993	48,352
Brazil	1,986	13,107	15,559	61,542
Colombia	923	464	16,925	13,765
Other South America	10,800	4,604	50,255	35,169
Clocks and watches (*Relojes de pared y de bolsillo; Relogios de parede e de bolso; Pendules et montres*)—				
Central America	1,697	910	8,529	4,474
Mexico	1,131	2,486	17,723	13,217
Argentina	644	2,813	25,871	22,168
Brazil	2,292	2,370	49,699	27,498
Other South America	7,796	12,057	65,405	64,312
Coal (*Carbón; Carvão; Charbon*)—				
Central America	406	811	20,439	16,906
Mexico	52,173	86,123	370,466	570,139
Santo Domingo	3,360	201	17,506	7,800
Brazil	16,967	.....	60,573	46,062
Colombia	4	118	12,750	26,855
Other South America	178	1,397	12,775	11,883

EXPORTS OF DOMESTIC MERCHANDISE.

Articles and countries.	February—		Eight months ending February—	
	1897.	1898.	1897.	1898.
(*Cobre; Cobre; Cuivre*):				
o	$846	$4,410	$8,286	$9,582
unmanufactured (*Algodón no ufacturado; Algodão não ma- ıcturado; Coton non manufac-*):				
o	108,551	90,878	1,124,611	1,105,296
cloths (*Tejidos de algodón; ndas de algodão; Coton, ma- ıcturé*):				
l America	28,264	29,209	398,239	246,037
o	34,945	31,482	229,979	253,712
Domingo	4,706	2,875	69,422	63,334
tina	9,767	5,854	239,809	126,616
	26,624	32,881	394,122	346,777
ıbia	22,725	23,988	247,321	195,324
South America	122,144	98,732	963,071	698,160
; apparel (cotton) (*Ropa de dón; Roupa de algodão; Vête- ts en coton*):				
l America	15,365	22,558	160,411	124,937
o	19,494	25,491	232,974	204,262
Domingo	3,638	112	21,038	11,591
tina	4,208	3,157	46,378	22,753
	3,273	2,720	47,387	36,902
ıbia	2,842	2,296	35,399	27,763
South America	6,356	4,856	38,430	24,601
ınd nuts (*Frutas y nueces; tas e nozes; Fruits et noisettes*):				
l America	4,613	3,052	39,776	26,890
o	4,917	4,292	55,139	39,836
Domingo	71	11	2,137	1,311
tina	1,130	1,830	3,759	7,095
	509	84	9,504	9,728
ıbia	1,098	577	6,776	7,602
South America	3,840	1,101	28,002	18,594
nd skins (*Cueros y pieles; ·os e pelles; Cuirs et peaux*):				
l America			868	
o	794	420	26,034	1,442
úpulos; Lupulos; Houblon):				
l America	621	57	1,610	2,335
o	84	587	40,055	26,260
Domingo		4	287	7
America	361	318	875	953
nts:				
ic and scientific apparatus *'paratos eléctricos y científicos; ɔparelhos electricos e scientifi- ·; Appareils électriques et sci- tifiques*)—				
tral America	8,390	5,471	50,372	40,913
ico	13,572	13,280	178,281	182,084
ɛntina	7,616	3,110	69,675	52,442
;il	2,577	4,541	62,689	76,938
ɛr South America	16,899	16,146	166,219	89,586

EXPORTS OF DOMESTIC MERCHANDISE.

Articles and countries.	February—		Eight months ending February—	
	1897.	1898.	1897.	1898.
Iron and Steel, Manufactures of:				
Builders' hardware, and saws and tools (*Materiales de metal para construcción, sierras y herramientas; Ferragens, serras e ferramentas; Matériaux de construction en fer et acier, scies et outils*)—				
Central America	$9,558	$6,233	$96,639	$57,420
Mexico	42,176	27,605	434,282	290,831
Santo Domingo	708	872	6,523	9,502
Argentina	17,617	11,707	152,024	98,805
Brazil	14,764	9,251	167,866	109,477
Colombia	8,675	4,328	83,030	61,457
Other South America	26,380	21,247	175,311	146,169
Sewing machines and parts of (*Máquinas de coser y accesorios; Machinas de coser e accessorios; Machines de coudre et leurs parties*)—				
Central America	4,238	2,995	58,231	21,542
Mexico	15,785	22,581	122,837	136,491
Santo Domingo	120	18	842	893
Argentina	1,365	18,244	64,125	62,404
Brazil	4,421	3,054	87,159	59,372
Colombia	6,665	3,752	77,481	53,000
Other South America	11,875	8,371	87,687	73,119
Typewriting machines and parts of (*Máquinas de escribir y accesorios; Machinas de escribir e accessorios, Machines à écrire et leurs parties*):				
Central America	181	160	6,735	1,989
Mexico	1,398	4,519	16,230	19,426
Santo Domingo	.....	.....	142	90
Argentina	1,104	5,651	9,628	12,006
Brazil	165	500	3,322	3,108
Colombia	277	104	2,217	3,441
Other South America	637	1,358	6,306	9,387
Leather, other than sole (*Cuero, distinto del de suela; Couro não para solas; Cuirs, autres que pour semelles*):				
Central America	202	262	2,983	2,699
Mexico	1,419	153	12,261	6,776
Santo Domingo	.....	.....	430	489
Argentina	.....	.....	3,393	2,451
Brazil	1,697	10,250	12,639	34,266
Colombia	17	286	1,545	2,251
Other South America	486	1,497	11,253	9,423
Boots and shoes (*Calzado; Calçados; Chaussures*):				
Central America	3,716	6,558	61,232	60,271
Mexico	2,506	5,000	28,124	47,796
Colombia	2,739	3,842	24,694	28,659
Other South America	1,350	1,094	18,471	16,558

EXPORTS OF DOMESTIC MERCHANDISE.

Articles and countries.	February—		Eight months ending February—	
	1897.	1898.	1897.	1898.
Lard (*Manteca; Banha; Saindoux*)—				
Central America	$8,586	$15,961	$65,895	$82,375
Mexico	34,851	16,283	221,017	135,549
Santo Domingo	1,873	692	13,007	13,141
Argentina	211	427	3,123	1,499
Brazil	58,992	71,127	321,708	685,703
Colombia	7,805	3,682	100,424	76,474
Other South America	37,644	36,775	433,317	404,481
Oleo and oleomargarine (*Grasa y oleomargarina; Oleo e oleomargarina; Oléo et oléomargarine*)—				
Central America	.....	22	10	271
Mexico	112	.....	610	348
Colombia	111	80	5,044	4,525
Other South America	1,774	593	22,758	11,748
Butter (*Mantequilla; Manteiga; Beurre*)—				
Central America	2,583	4,216	29,409	32,496
Mexico	3,288	4,142	24,154	27,243
Santo Domingo	277	119	4,276	3,903
Brazil	4,831	10,494	25,259	57,785
Colombia	1,206	1,231	10,149	13,556
Other South America	6,682	7,219	56,631	53,610
Cheese (*Queso; Queijo; Fromage*)—				
Central America	1,447	1,249	11,960	11,728
Mexico	1,407	1,382	10,730	9,647
Santo Domingo	364	316	2,645	2,124
Brazil	.....	.....	80	182
Colombia	803	868	6,946	7,741
Other South America	1,003	1,661	10,129	11,608
Seeds (*Semillas; Sementes; Semence*)—				
Central America	158	309	7,179	2,185
Mexico	3,108	5,366	14,515	21,890
Santo Domingo	46	.....	283	542
Argentina	22	.....	401	132
Brazil	40	425	615	838
Colombia	549	40	1,708	1,247
Other South America	98	363	4,202	1,506
Sugar, refined (*Azúcar refinado; Assucar refinado; Sucre raffiné*)—				
Central America	2,652	1,724	40,323	35,973
Mexico	515	277	18,674	10,125
Santo Domingo	59	46	1,332	1,366
Colombia	2,199	1,882	32,870	20,554
Other South America	.....	295	1,119	4,251
Tobacco, unmanufactured (*Tabaco no manufacturado; Tabaco não manufacturado; Tabac non manufacturé*):				
Central America	1,271	2,161	13,648	21,573
Mexico	2,487	20,447	67,390	103,507
Argentina	.....	.....	4,055	565
Colombia	32	880	2,125	4,932
Other South America	7,207	8,287	67,779	63,817

EXPORTS OF DOMESTIC MERCHANDISE.

Articles and countries.	February—		Eight months ending February—	
	1897.	1898.	1897.	1898.
Provisions, comprising meat and dairy products:				
Beef, canned (*Carne de vaca en latas; Carne de vacca em latas; Bœuf conservé*)—				
Central America	$3,604	$2,141	$21,968	$19,780
Mexico	965	1,900	10,605	10,242
Santo Domingo	.....	.....	51	29
Argentina	.....	.....	30	357
Brazil	7	2,755	14,506	7,996
Colombia	667	319	4,396	4,507
Other South America	927	1,388	7,990	8,778
Beef, salted or pickled (*Carne de vaca, salada ó en salmuera; Carne de vacca, salgada ou em salmoura; Bœuf, salé ou en saumure*)—				
Central America	1,994	1,782	17,996	23,413
Mexico	21	11	84	348
Santo Domingo	138	152	1,970	1,220
Brazil	64	80	2,840	779
Colombia	886	1,081	6,880	7,496
Other South America	7,321	9,557	125,639	107,655
Tallow (*Sebo; Sebo; Suif*)—				
Central America	8,705	10,828	86,425	62,168
Mexico	2,840	684	30,105	17,381
Santo Domingo	10	4,005	13,789	18,442
Brazil	80	105	4,177	24,492
Colombia	833	785	5,490	13,553
Other South America	2,525	785	10,182	6,880
Bacon (*Tocino; Toucinho; Lard fumé*)—				
Central America	1,554	861	11,640	11,682
Mexico	664	915	6,528	6,763
Santo Domingo	101	74	1,637	1,027
Brazil	131,458	44,457	558,030	431,430
Colombia	63	66	1,053	997
Other South America	1,736	2,481	12,438	21,668
Hams (*Jamones; Presunto; Jambons*)—				
Central America	2,466	1,931	21,123	19,634
Mexico	1,832	2,420	20,885	15,166
Santo Domingo	780	330	4,895	3,715
Brazil	110	110	543	1,882
Colombia	1,478	1,424	9,355	9,419
Other South America	8,548	4,806	66,616	63,525
Pork (*Carne de puerco; Carne de porco; Porc*)—				
Central America	2,930	6,017	35,339	43,756
Santo Domingo	100	238	2,796	1,774
Brazil	2,570	.....	5,677	437
Colombia	413	477	3,733	4,839
Other South America	10,949	13,462	132,895	143,959

EXPORTS OF DOMESTIC MERCHANDISE.

Articles and countries.	February—		Eight months ending February—	
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Lard (*Manteca; Banha; Saindoux*)—				
Central America	$8,586	$15,961	$65,895	$82,375
Mexico	34,851	16,283	221,017	135,549
Santo Domingo	1,873	692	13,007	13,141
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Oleo and oleomargarine (*Grasa y oleomargarina; Oleo e oleomargarina; Oléo et oléomargarine*)—				
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Argentina	.....	.....	4,055	565
Colombia	32	880	2,125	4,932
Other South America	7,207	8,287	67,779	63,817

IMMIGRATION CONTRACT.

Mr. W. W. RUSSELL, United States Secretary of Legation at Caracas, under date of January 10, transmits to the Department of State the full text of the contract made by the Government of Venezuela with LUDOVICO DOTTI, an Italian citizen, whereby Mr. DOTTI for himself and associates engages to bring to Venezuela 1,000 Italian families per annum, the condition being that the male members shall be agriculturists. These men must possess an elementary knowledge of agriculture, be not under 18 years of age, and must have good health and morals. Mr. DOTTI binds himself to construct houses and buildings necessary for the use of the colonists and to provide them with tools and utensils required in their pursuits; he is further required to construct in each colony a church and a building for public offices and schools. The Government exempts from taxation the various municipalities for a period of three years; free entry for all tools, machinery, personal effects, metal material for 1,000 houses annually, and materials for bridges and waterways are guaranteed. All civil rights enjoyed by Venezuelans are extended to the colonists. They can choose for themselves any form of cultivation, but in order to encourage viticulture and wheat raising, where the land is adapted to such culture, a third part thereof must be devoted to the growing of grapes and wheat. The company shall have the right to the mines found on the lands.

After three years of occupancy and cultivation, Mr. DOTTI must give to each family the house that was originally assigned to it and to each member of each family three hectares (7.41 acres) of the six hectares (14.82 acres) of arable land that may have been assigned to it. The company binds itself to establish a regular line of ocean steamers between Venezuela and Italy, which shall make two round trips per month between those countries, touching at Leghorn, Genoa, Barcelona, Teneriffe, Trinidad, La Guayra, and Puerto Cabello. These steamers may also touch at other ports, at their option. They must carry the mails and mail packages between these ports without remuneration from the National Government. The company shall have the right to establish coastwise trade between any ports of the Republic.

Mr. DOTTI obligates himself to establish within three years a bank with a subscribed capital of not less than 20,000,000 bolivars ($3,960,000), 25 per cent of which shall be held in cash as a guarantee fund; the bank shall devote its capital to making loans to the colonists for the advancement of agriculture and stock breeding. The functions of this bank shall be dual—one branch for discounting, circulating, and issuing money, and the other a mortgage bank. The first branch is authorized to issue bills to the amount of 50 per cent of its capital, and the mortgage bank can not charge more than 7 per cent on its loans. The reimbursements shall be made at periods convenient to the debtors.

The contract contains numerous other stipulations, the foregoing being only the chief points.

AERIAL CABLE SERVICE.

Under date of January 6, 1898, Consul PLUMACHER reports from Maracaibo that the Venezuelan Government has entered into a contract with Dr. JORGE VALBUENA for the construction of an aerial steel cable railway for the transportation of merchandise, timber, animals, etc. The contract provides for a cable from a point in the valley of Tovar (Merida section), in the State of Los Angeles, to the port of Escalante, on the river Escalante, and another from the city of Merida, or from any other point of that section, to one of the ports of the district of Sucre, on Lake Maracaibo, State of Zulia, or to Santa Barbara, on the Escalante.

The contract stipulates that the service rendered shall be safe and rapid, and the concessionaire assumes all responsibility for the goods and valuables transported. Government mails shall be transported free, and government freight and postal packages at 15 per cent of the ordinary rates charged the public. The freight tariffs are to be fixed by agreement of the contractors and the Government, and shall not exceed six centavos (1.16 cents, United States currency) per kilogram (2.2046 pounds). The work must be commenced within one year after the Congressional approval of the contract, and 20 kilometers (12.4 miles) at least must be completed per annum. The contractor may employ whatever form of motive power he may choose, and may establish, for the exclusive

use of his road, telegraph and telephone services between the points traversed by the cable. The contract is for 50 years, at the expiration of which time the work becomes the property of the Government. The contract may be transferred to a foreign company on obtaining the consent of the Government. The service is exempt from all national taxation.

NEW CONTRACTS FOR RAILWAY CONSTRUCTION.

PERICO-CRUCERO RAILROAD.

Under date of Maracaibo, March 8, 1898, Consul PLUMACHER advises the Department of State that the Venezuelan Government has entered into a contract with Gen. CUSTODIO MILANO and associates for the construction of a railroad between the ports of Perico and Crucero, both situated on the right bank of the Orinoco River, in the Federal Amazon Territory.

By the terms of the contract, either steam or electricity may be adopted as the motive power; the gauge of the road shall be 2 feet 5 inches, with a minimum raidius of 99 feet 3 inches, and gradients not to exceed 3 per cent. The work of construction shall begin within one year, counting from the date on which the contract is approved by Congress, and shall be completed within three years from that date.

The contractors shall be granted an indulgence as to time equal to that which may be lost through unforeseen causes, or *force majeure*. The Government declares this railroad to be of public utility and grants a subsidy of 20,000 bolivars ($3,860) for each kilometer (0.62137 mile) of line constructed. The right to introduce through the custom-houses, free of duty, all materials, instruments, machinery and other utensils necessary for the construction, preservation and exploitation of the line is granted to the contractors, as also the material needed in the construction of telegraph and telephone lines used by the company.

The Government will exercise authority in establishing the tariff on freights and passengers. The contractors are bound to transport, free, the Government mails; troops, and public employees in the service of the Government, and Government merchandise at

half rates. The contract may be transferred to a native or foreign company upon obtaining permission from the Government, but in no case can it be transferred to a foreign Government. At the expiration of ninety-nine years the railway with all of its appurtenances shall be handed over to the national Government in a state of good preservation.

LOS TEQUES-CUA RAILROAD.

Consul PLUMACHER, under date of February 12, informs the Department of State that the Government of Venezuela has made a contract with Señor FRANCISCO E. RIVERO and others, for the building of a railroad in the State of Miranda between Los Teques and Cua. The terms of this concession are practically identical with those named above for the Perico-Crucero road, with the exception that Article 8 grants to the contractor of Los Teques-Cua line the right to construct a funicular line starting from a point to be selected, on the route, which shall not exceed 2 kilometers (1.242 miles), and which shall be provided with all modern improvements and appliances to insure safety.

EXPORTS FROM NEW YORK TO VENEZUELA.

The following table gives a general résumé of the shipments of merchandise from the port of New York to Venezuelan ports during the year 1897, from data supplied by Don ANTONIO E. DELFINO, Consul-General of Venezuela at New York:

Ports.	Packages.	Kilos.	Value.
La Guaira	310, 513	18, 709, 410	$1, 354, 308. 76
Puerto Cabello	166, 694	7, 087, 263	570, 666. 91
Maracaibo	101, 293	6, 156, 558	650, 331. 00
Ciudad Bolivar	77, 120	3, 458, 644	280, 172. 96
La Vela de Coro	45, 033	2, 036, 703	111, 883. 95
Carúpano	19, 065	852, 058	74, 618. 24
Guanta	5, 106	270, 710	21, 417. 46
Cimaná	3, 781	205, 561	17, 513. 56
Caño Colorado	1, 788	107, 341	6, 873. 00
Maturin	363	31, 715	2, 553. 35
Guiria	347	16, 784	1, 326. 00
Maracaibo-Oro	18	151	91, 351. 67
Total	731, 121	38, 932, 898	3, 183, 016. 86

The transport of this merchandise was made in 110 vessels, as follows:

	Steam vessels.	Sailing vessels.
United States	48	11
Dutch	18	.....
English	17	3
Spanish	10	.....
French	3	.....

NOTE.—The values in the above table are given in United States currency. The kilogram is equivalent to 2.2046 pounds.

CONTRACT FOR FUNICULAR RAILWAY.

United States Consul E. H. PLUMACHER advises the Department of State, from Maracaibo, that EDWARD RAUBER, a citizen of France, residing at Caracas, has obtained a contract from the Government for the exclusive right to establish and operate lines of steel cables for the transportation of merchandise and fruits between the cities of Valencia, capital of the State of Carabobo, and Nirgua, capital of the district of Nirgua, same State, as well as to intermediate points. The contract also authorizes Mr. RAUBER to construct branch lines to all places contiguous to the above-named points. The contractor obligates himself to begin work on the first section within six months from the date upon which the contract shall be approved by Congress; on the second section within eighteen months from the same date. The first section shall be open to the public within one year from the date of the commencement of the work, and the second section within three years. The concessionary, his successors or heirs, may transfer the contract to any person or corporation, native or foreign, or to whomever he may see fit, after duly notifying the Government, but in no case shall the contract be transferred to a foreign Government.

NEW MINISTRY.

The Cabinet of the new administration is formed as follows:

Interior	Gen. Zoilo Bello Rodríguez.
Foreign affairs	Gen. Juan Calcaño Mathieu.
Finance	Señor Don Manuel Antonio Matos.
Public credit	Señor Don Carlos V. Echeverría.
Agriculture, industry and commerce	Gen. Nicolás Rolando.
Post and telegraph	Dr. José Loreto Arismendi.
Public works	Dr. Alberto Smith.
War and navy	Gen. Antonio Fernández.
Public instruction	Dr. Bernardino Mosquera.
Governor of Federal District	Gen. Francisco Batalla.
Secretary-General	Señor Don Vicente Betancourt, A.

METRIC SYSTEM LEGALIZED IN GREAT BRITAIN.

In its issue of December 25, 1897, the London Times says:

The report made by the Board of Trade on their proceedings under the weights and measures acts 1878 and 1889 has been issued as a parliamentary paper, in which it is stated that during the past session of that body an act was passed to legalize the use in trade of the weights and measures of the metric system.

A table of the metric weights and measures and their equivalents in the weights and measurements in use in the United States is published in each issue of the Monthly Bulletin.

PHILADELPHIA COMMERCIAL MUSEUM.

EXHIBITS FROM CENTRAL AMERICA.

Dr. Gustave Niederlein, chief of the scientific bureau of the Commercial Museum, has returned to Philadelphia after a tour of about eight months in the Central American Republics. Mr. Niederlein visited the officials of the various governments and everything was done to facilitate his efforts in securing commercial data. He also established connections which will prove exceed-

ingly valuable. One result will be that each nation will appoint a commission to collect samples of its products for the museums. In Salvador, arrangements were perfected by which the government officials will send to Philadelphia classified exhibits, and, through the museums, have duplicate specimens forwarded to similar institutions elsewhere that are desirous of securing them.

As a reciprocal move, the Museum agrees to supply duplicates from other countries to Salvador at the expense of the latter Government. Mr. NIEDERLEIN, during his trip, met all the members of the Museum's international advisory board who attended the meeting held in Philadelphia last June. "Traffic," which is published in the latter city, makes the statement that Mr. NIEDERLEIN received from these gentlemen expressions of excellent feeling for the United States and a desire to promote trade relations with this country. A great amount of business, he states, has come to the United States through the efforts of these delegates, and the impression made upon them while here will be given expression in a far wider interest in the meeting to be held next year.

SOUTH AND CENTRAL AMERICAN STATES.

MINERAL RESOURCES.

In a pamphlet recently issued by the Orinoco Company (Limited), an interesting report was given on South American iron ores. Although it is generally acknowledged that the resources of the South and Central American States in iron ore and coal are extensive, very little is known about them. It is not unlikely, however, that, in the near future, they may occupy an important place among the exports of those countries.

Large deposits of red and brown hematite as well as magnetite have been found in Colombia. A deposit of the latter ore exists in the Santa Marta Mountains, and not far away limestone and coal are to be found. According to the latest reports from Venezuela, work on the deposits of Bessemer ore at Santa Catalina is being pushed forward. This deposit is 2½ miles long and half a mile wide. The ground in which the ore lies slopes gradually to

the river, and vessels can load to any depth. The Orinoco Company, which owns this mine, says the average iron contents of the ore is about 67 per cent, while phosphorus runs so low in some analyses as to leave a mere trace, and does not average much more than 0.02 per cent. In addition to this, there are large deposits in the Imataca Mountains, but no report has as yet been made in regard to their extent and quality.

STEAMSHIP COMMUNICATION BETWEEN NEW YORK, BRAZILIAN PORTS, MONTEVIDEO, AND BUENOS AYRES.

Mr. FRANCOIS S. JONES, Secretary of Legation of the United States at Buenos Ayres, has sent to the Department of State an extended report on the trade, and steamship communication between the United States and the Atlantic coast of South America. He also furnishes suggestions and arguments in favor of establishing an American line of steamers to ply between the ports of those countries.

Mr. JONES states in effect that the changing conditions, mainly due to the tariff policy of the two countries, have prevented any permanent advance of trade between the Argentine Republic and the United States during late years; notwithstanding these disturbing circumstances, our trade with that country has gradually increased, as the following table demonstrates:

Year.	Exports from the United States to Argentine Republic.	Imports into the United States from Argentine Republic.
1892	$2,927,488	$5,343,798
1893	4,979,696	5,239,095
1894	4,862,746	3,497,030
1895	4,456,163	7,675,270
1896	5,979,046	9,313,385
1897	6,072,478	10,772,627

It will be seen that the combined trade between the United States and the Argentine Republic in 1897 amounted to $16,845,105, showing an increase of $8,573,819 over the combined trade between these countries in 1892.

While the volume of trade of the United States with Uruguay and Brazil has remained more stationary, it is so considerable, especially with Brazil, as to warrant its statement for the proper presentation of the subject.

Trade of the United States with Uruguay and Brazil.

Year.	Uruguay.		Brazil.	
	Exports to.	Imports from.	Exports to.	Imports from.
1892	$939, 030	$2, 480, 890	$14, 291, 873	$118, 633, 604
1893	960, 606	1, 623, 380	12, 388, 124	76, 222, 138
1894	1, 415, 171	1, 419, 573	13, 866, 006	79, 360, 159
1895	1, 262, 001	2, 699, 648	15, 165, 070	78, 831, 476
1896	1, 481, 200	3, 242, 428	14, 258, 187	71, 060, 046
British trade (1896)	5, 407, 678	1, 568, 354	32, 430, 376	19, 727, 151

The noticeable decrease of exports from Brazil in 1893 was mainly due to the naval revolt of that year and its injurious after-effects. It is remarkable, when the present volume of this trade is taken into consideration, that no American transportation company has sought to enter into competition for it.

The Norton and the Prince steamship lines, both English, are the only steamers plying regularly between New York and Buenos Ayres. The Norton Line makes direct bimonthly passages from New York to Montevideo and Buenos Ayres, but does not touch at Brazilian ports on the outgoing voyage. The vessels of the Prince Line, which are freight boats with accommodations for a limited number of passengers, make bimonthly voyages between the above-mentioned termini, calling on their northward route at Santos, Rio, Bahia, and Pernambuco. The fastest of these vessels average twenty-eight days in making the voyage.

The Lamport & Holt Company, which is also British, runs a freight steamer once every month between New York and Buenos Ayres. The regular passenger steamers of this line go no farther south than Rio, and transfer their passengers for Buenos Ayres to the several European lines touching at Rio en route to Buenos Ayers. In addition to these, there is also a trimonthly steamship service between New York and Para. The carrying capacity of these latter vessels is 1,500 to 2,000 tons, which frequently proves inadequate, and freight, in consequence, is left on the dock, and cargoes are subjected to ten days' delay.

The average time made by the Lamport & Holt vessels between New York and Rio is about twenty-two to twenty-three days. Add to this the four days' voyage from Rio to Buenos Ayres by the fastest vessels calling at Rio from European ports, and the total time consumed, not including any delay that may

be incurred in making connections at Rio, will be found to be twenty-seven to twenty-eight days between New York and Buenos Ayres. * * *

The prices of coal (gold) and the ports best suited for coaling are given in the following table, the data being taken from an official coaling report of a United States war ship for the year 1897:

Place.	Kind of coal.	Cost.	Facilities for coaling.
Bermuda	Pocahontas	$7.14	Good; lighters.
Santa Lucia	do	4.32	Excellent; dock.
Barbados	Cardiff	6.09	Good; lighters.
Pernambuco	do	8.88	Fair; lighters; inside breakwater or reef; good.
Rio de Janeiro	Welsh	9.73	Good; lighters.
Buenos Ayres	Cardfff	7.50	Good; dock.

While the prices of coal of course fluctuate at these ports, the above figures may be taken as a fair average of prices within the last few years.

The chief exports of the United States to Brazil, Uruguay, and the Argentine Republic are lumber, agricultural machinery, kerosene, and general merchandise, such as hardware, iron, tools, hooks, and cotton goods.

The principal imports of the United States from Brazil are coffee, sugar, and rubber; from Uruguay, hides and wool, and from the Argentine Republic, hides, wool, flaxseed, hair, and sugar.

The freight rates of the chief articles of export and import are:

From—	Article.	Rate.
Buenos Ayres to New York	General freight	$5 per ton and $4 per 40 cubic feet.
Rio de Janeiro to New York	Coffee	35 cents per bag.
Bahia to New York	do	Do.
	Sugar	$3.65 per ton.
Pernambuco to New York	do	$2.40 to $3.65 per ton.
Para to New York	Rubber	$8 per ton; 25 cents per cubic foot.
New York to Pernambuco	General freight	30 cents per cubic foot and 10 per cent primage.
New York to Bahia	do	41 cents per cubic foot and 10 per cent primage.
New York to Rio de Janeiro	do	30 cents per cubic foot and 10 per cent primage.

The value of the direct imports and exports of New York from and to Brazil, Uruguay, and the Argentine Republic, during the fiscal years 1895 and 1896, was as follows:

Countries.	New York.			
	1895.		1896.	
	Imports.	Exports.	Imports.	Exports.
Brazil	$69,298,288	$11,091,495	$63,712,131	$10,674,519
Uruguay	2,572,254	1,020,958	2,759,933	1,162,928
Argentine Republic	4,127,597	3,780,110	5,135,419	4,574,328
Total	75,998,139	15,881,563	71,607,413	16,411,775

Mr. JONES cites the fact that the total trade between New York and Brazil, Uruguay, and the Argentine Republic amounted in 1895–96 (an average year) to $103,013,339, carried in 184 sailing vessels of a total of 116,558 tons, and 331 steam vessels of a total of 470,941 tons. Of this transportation there were only 71 sailing vessels of United States nationality, representing a tonnage of 48,724 tons, and of steam tonnage not one vessel flying the American flag participated.

The Lamport and Holt, the Norton, and the Prince lines of steamers are nonsubsidized, yet the statement is made in the report that they are in a highly prosperous condition, and current rumor represents their annual dividends at 15 to 20 per cent.

The logical deduction from the facts and figures given by Mr. JONES is that there is not only a need but a great opportunity for a line of steamships between ports of the United States and those of Brazil, Uruguay, and the Argentine Republic, sailing under the auspices and flag of the United States. The report points out the size and speed of vessels required for this particular service; also the sailing route, coaling stations, and desirable ports for calling.

The law on the subject of compensation for transporting United States mails is as follows:

Pursuant to section 3 of the act approved March 3, 1891, the Government of the United States grants to any American steamship company that may be formed the sum of $2 per mile for each outgoing voyage for carrying the United States mail; provided,

(1) That its vessels be built in the United States.

(2) That they be constructed of iron or steel.

(3) That they be designed with a view to conversion into auxiliary cruisers in time of war.

(4) That they be capable of maintaining a speed of 16 knots per hour in ordinary weather.

(5) That they possess a gross registered tonnage of not less than 5,000 tons.

Under a similar provision of the same act, the International Navigation Company was enabled to organize, to develop, and to attain a foremost rank among the great steamship lines that now connect Europe with the United States.

TRADE MISCELLANY.

ARGENTINE REPUBLIC.

Butter and Cheese Industry. An official report on the Argentine Republic states that the butter industry is assuming large proportions, the annual exportation of this article amounting at the present time to 15,000 cases, while a few years ago almost all the butter was imported. An English company has bought a factory already established at Tandil, in the Province of Buenos Ayres, and anticipates increasing the output in a large degree. This enterprise has undoubtedly a great future before it, the supply of milk and cream being abundant. The production of homemade cheese has gradually driven out the imported article.

Electric Lighting in Buenos Ayres. The municipality of Buenos Ayres has made a contract with the Compañía General de Electricidad of that city to light the streets by electricity. As a beginning, 300 eight-Ampère lamps are to be installed at once. The prices to be paid are as follows: 120 lamps, burning all night, $27 each; 180 lamps, burning until 1 a. m., $20.25. By this arrangement 990 gas lamps, now costing $7 each, will be removed. The first contract will be for one year only, until the city government shall authorize a new and more extended contract.

Exportation of Live Stock. The "Butchers' Advocate" of March 30, 1898, published in Chicago and New York, states that the Anglo-Argentine Live Stock Agency at Buenos Ayres has established a line of cattle steamers to run on time charter between that city and England. These steamers are of about six thousand tons and will carry six hundred cattle and two thousand sheep each. They are also thoroughly equipped with every contrivance to facilitate the transportation of cattle. It is anticipated that the exporter will now be able to land Argentine stock in England in a condition which will compete with animals from the United States and Canada.

Newspaper Statistics. Señor Don FRANCISCO LATZINA, director-general of statistics, gives the following data concerning the periodicals published in the Argentine Republic. The total number is given as 472, made up as follows: 64 dailies, 16 triweeklies, 44 biweeklies, 191 weeklies, 4 issued every ten days, 55 fortnightly, 64 monthlies, 2 quarterlies, 11 annuals, 13 at irregular intervals, and 8 of which no particulars were furnished. Of the 472 periodicals 8 are printed in English, 8 in German, 8 in French, 22 in Italian, 1

in Danish, and the remaining 425 are printed in the Spanish language, of which number 413 are the property of citizens of the Argentine Republic and 12 are owned by Spaniards.

BRAZIL.

Introduction of Postal Cars.

An innovation recently introduced in South America is the postal railway car. The Central Railway of Brazil, a government road, ordered six cars to be built by the Wason Car Company at Springfield, Mass. The order specified that they were to be patterned, as much as possible, after the American postal cars, but were to be finished inside and outside in mahogany, that wood being preferred by Brazilians to white wood, which is generally used. Old-fashioned English couplings were used, and the dimensions were made to fit the 5-feet gauge of Brazil. An invoice of passenger cars was also recently sent to the same road.

CHILE.

Electric Plant at Punta Arenas.

The "Electric Review" makes the statement that at Punta Arefias, Chile, in the Strait of Magellan, the work on the first electric-lighting plant in that part of the Republic is rapidly nearing completion. The machinery has been shipped from New York, the buildings being finished and ready for its reception.

MEXICO.

Coahuila Central Railway.

"Modern Mexico," published in the City of Mexico and St. Louis, states that a concession for the Coahuila Central Railway, the proposed standard-gauge line between Saltillo and Trevino, has been granted. The preliminary surveys have been made and the steel rails purchased. The construction of the road was begun the 1st of April. The road will be about ninety kilometers (56 miles) in length, and will give Saltillo standard gauge connection with the principal lines of the Republic and the United States. The company, aside from the construction and equipment of the line, is required to erect a modern hotel, which, with the completion of the road, will add much to the importance of the city. Saltillo is already a city of prominence as a manufacturing point, with large flouring mills, soap, cotton-seed-oil mills, cotton factories, is lighted by electric light, has a good street-car service, and other evidences of enterprise and growth.

Sugar-Cane Industry.

The production of sugar cane is not what it might be in Mexico, and the industry is still in its infancy, comparatively speaking. In an article in "Modern Mexico" of recent date, Mr. J. YORBA, land expert and authority on Mexican resources, speaks of the advantages of the country in regard to the cultivation of this product and the possibilities of its importance in the future. Sugar cane grows and is cultivated to some extent in every entity of the Mexican Republic, with the exception of the Federal District and the State of Tlaxcala. The industry in some districts is not yet a commercial success. Perhaps the principal reason for the inability of Mexico's sugar plantations to keep pace with the demand is that a large portion

of the area suitable for sugar-cane culture is not developed, but waiting for foreign capital and enterprise to come to its aid. Few Mexican planters pay any attention to the quality of the soil, which is one of the most essential points to be investigated to insure good financial results.

Coffee Cultivation.

The Isthmus of Tehuantepec, almost an unknown country a few years ago, promises to develop one of the largest coffee-raising districts on the North American continent. The country has exceptional and attractive advantages in the way of quality and yield of product, soil, transportation, climate, and other conditions essential to the successful production of coffee. It can be grown at a very low cost, is of excellent quality, and commands a good price.

Development of Guano Deposits in the Gulf of Mexico.

The Mexican government, acting through Señor LEAL, Minister of Fomento, has recently made a contract with Messrs. LOUIS ROSSI and EDWARD CHESIO for exploiting the deposits of guano of the desert islands in the Gulf of Mexico lying near the coast of Campeche and Yucatan. The contract is for a period of ten years and applies to the islands of Alacranes, Arcas, Arenas, Bermeja, Blanco Nuevo, Can Can, Contoy, Desertora, Desterradora, Holhose, Obispo, Pajaros, etc., also the cays opposite Cape Catoche. The concessionaire shall pay to the Government 75 centavos per ton of guano removed, also the export duties provided by the tariff. Messrs. ROSSI and CHESIO are required to commence the work of exploration within six months after the signing of the contract, and the work of exploitation within the ensuing six months.

Artesian Wells and Windmills.

A large number of citizens of the United States have gone into Mexico during the past few years and engaged in various enterprises, mainly agricultural. The lack of water has proved a serious disadvantage to the development of this latter industry in the past, but this has now been overcome by the introduction into the country of artesian wells and windmills. A well recently put down in the plaza of the city of Leon, State of Guanajuato, broke forth at a depth of about 700 feet and gave a splendid flow of water. The success of the undertaking has been widely circulated and has pointedly called attention to this system of obtaining a water supply. It will undoubtedly result in the introduction of windmills in connection with artesian wells for supplying water for drinking purposes and for irrigation.

Inauguration of Electric Railroad.

The first electric railroad in Mexico has just been finished, extending from Jalapa, the capital of the State of Vera Cruz, to Teocelo. The line will be open to public traffic in a few days, and it is expected that the President of the Republic will participate in the ceremony of the inauguration of the enterprise.

URUGUAY.

Projected Harbor Works.

United States Consul SWALM, writing from Montevideo, under date of February 24, advises the Department of State that preparations are being definitely made for commencing work on the much-needed improvements of the harbor of Montevideo. As has been repeat-

edly mentioned in the MONTHLY BULLETIN, plans for the carrying out of this work have been submitted to the Government by skilled engineers, among them some from the United States. These plans, Consul SWALM states, will all be examined again, and as soon as the selection is made the practical work of deepening the harbor and building the breakwaters will be undertaken by the contractor. The work will cost from $7,000,000 to $15,000,000, and the attention of contractors in the United States is called to the enterprise.

VENEZUELA.

Imports for March, 1898.

An official report, recently transmitted to the Bureau, shows the total imports into Venezuela from New York in March, 1898, to have amounted to $326,519, of which amount $67,500 were gold coin, the remainder being merchandise of a general character. For the corresponding month of the preceding year the total imports of gold coin, from the same source, were $4,911, showing an increase in favor of March, 1898, of $62,588. The importation of merchandise in March, 1897, reached the figure of $290,615, which, compared with that of the corresponding month in 1898, shows a balance in favor of March, 1897, amounting to $31,596. These figures show a general result in favor of March, 1898, of $30,992.

Shipping Decree.

The attention of shippers is called to the following decree, recently issued by MANUEL A. MATOS, Minister of Finance, as failure to comply therewith may cause considerable trouble to importers. The Government of Venezuela, being desirous of obtaining information of the arrival of ships from foreign ports, and of the contents of the consular invoices of their respective cargoes, in order to avoid delay until the Minister of Finance at Caracas should receive duplicates of the invoices from the consuls abroad, by some subsequent ship: the President of the Republic decrees: "That from April 1, 1898, importers of foreign merchandise shall present to the custom-house with their manifests the original of their respective consular invoices, also a plain copy of them, which the custom authorities shall remit to the Department of Finance with a note stating that said copies have been compared with their respective originals, at most six days after the arrival of the ship."

Distilleries at Caracas and Puerto Cabello.

The Bureau is in receipt of information that a representative of the Whisky Trust of the United States has sailed for Venezuela to superintend the erection of two distillery plants at Caracas and Puerto Cabello, to cost about $1,000,000. The machinery is ready for shipment, and it is anticipated that the plants will be in operation during the current year. The elevators will have a capacity of 20,000 bushels of grain, and the two distilleries will have a mashing capacity of 3,500 bushels, equal to 16,000 gallons per day in alcohol and spirits for beverages. The distilleries are to be erected under a concession granted by the Venezuelan Government, which gives the concessionaire the right to import the materials free of duty, and exempts the product from taxation for six years. The present duty on spirits is $2 per gallon (proof). Spirits for beverages are mostly manufactured from fruits and sugar cane, or imported from Europe.

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RELACIONES COMERCIALES EN AMERICA.—XI.*

RIQUEZAS INTERIORES DE LA PARTE SETENTRIONAL DE SUD AMÉRICA.

Consideradas en el número del BOLETÍN MENSUAL correspondiente al mes de abril, las riquezas territoriales de las Antillas, síguele en orden el estudio de las de aquellos países que componen la parte norte de la América del Sur, ó sean las Repúblicas de Colombia y de Venezuela, las posesiones europeas de la Guayana, la isla holandesa de Curazao y la colonia británica de Trinidad.

Desde el punto de vista geográfico, pues el istmo de Panamá sirve de eslabón entre la América Central y la Meridional, la República de Colombia, con su gran litoral sobre el Atlántico, su costa que baña el Pacífico y sus puertos de Colón y Panamá á cada lado de los dos océanos, merece especial atención. Como acontece con la generalidad de los países hispano-americanos, la población de Colombia no corresponde á su extensión territorial. Rica en productos agrícolas y minerales, su comercio extranjero se reduce tan sólo al cambio de estos efectos por los productos de

*El primero de esta serie de artículos por el difunto Director JOSEPH P. SMITH, fué publicado en el BOLETÍN MENSUAL correspondiente al mes de julio de 1897. Se continuará la publicación de estos artículos, escritos por varios colaboradores y de conformidad con el plan adoptado por el mencionado Señor SMITH.

la industria, que recibe principalmente de Francia, Inglaterra, los Estados Unidos, Alemania, España é Italia.

No obstante la condición montañosa del país, que impide el desarrollo de las vías de comunicación internas, Colombia ha logrado establecer la navegación fluvial por el Magdalena, principalmente, y varias líneas de ferrocarriles que están en explotación, tales como el ferrocarril de Colón á Panamá, lazo de unión entre el Atlántico y el Pacífico, de 47 millas de largo; el de Santa Marta á Sabanilla, llamada Puerto Colombia, de 46 millas, que se extenderá hasta Heredia, en el Magdalena; el de Barranquilla á Sabanilla, 16 millas; de Cartagena á Calamar, 65 millas; el ferrocarril del Cauca, de Buenaventura á San José, 21 millas, que se piensa extender hasta Cali, 64 millas; el de Antióquia, de Puerto Berrío á Monos, 32 millas, que llegará hasta Medellín, 91 millas; el de Yeguas á Honda, 15 millas, que se trata de llevar hasta La María, 7 millas; el ferrocarril de la Sabana, de Facatativá á Bogotá, 24 millas; el de Girardot, de este punto á Juntas de Apulo, 24 millas, que se extenderá hasta Madrid, 48 millas más; el de Cúcuta, de aquí á Puerto Villamizar, sobre el río Zulia, 34 millas, y que se piensa extender hasta Venezuela, y el Ferrocarril del Norte, de Bogotá á Zipaquirá, 31 millas. De estas líneas son americanas la de Cartagena, la del istmo de Panamá y la del Cauca; nacionales, la línea del norte y la de Girardot; pertenece al Departamento de Antióquia la que lleva su nombre; son colombianas, la línea de la Sabana y la de Cúcuta, y el resto son ferrocarriles ingleses.

Los principales puertos de la República son: en el Atlántico, Río Hacha, Santa Marta, Sabanilla ó Puerto Colombia y Cartagena; en el Pacífico, Buenaventura y Túmaco, y en el istmo Colón y Panamá. Estos últimos son puertos libres por donde se hace la mayor parte del comercio de la costa oriental de los Estados Unidos con la occidental de Centro y Sud América. Tocan en los puertos de Colombia las siguientes líneas de vapores: en Colón, la Panamá Railroad Steamship Line de Nueva York, la Royal Mail, la Compagnie Générale Transatlantique; la West Indies and Pacific y la Harrison, que tocan en Nueva Orleans; la Hamburg-American, la Trasatlántica Española de Nueva York, y la Veloce. En Panamá tocan los vapores de la South American Steamship Co., la North American Navigation Co. y la Pacific Mail

steamship Co. Las dos primeras corren entre Panamá y puertos e la costa del Pacífico de Sud América y las otras dos desde San rancisco de California á Panamá, con escala en puertos de México de Centro América. A los otros puertos van las siguientes neas: la Barranquilla Steamship Co., que hace viajes de Nueva ork á Barranquilla, regresando vía Cartagena; la Atlas que viaja ntre Nueva York y Sabanilla, tocando á su regreso en Cartagena; a West Indian and Pacific que va de Liverpool á Puerto Colombia y de allí á Nueva Orleans con escala en Colón y Cartagena; a Harrison que hace el mismo itinerario; la Transatlántica Española de Nueva York á Puerto Colombia, con escala en Cartagena, Colón y la Habana; la Compagnie Générale Transatlantique, la Royal Mail, la Veloce y la Hamburg-American Line.

El tráfico hasta los lugares donde no llegan los ferrocarriles se ace por caminos carreteros y de recua, circunstancia que deben ener en cuenta y no perder jamás de vista los embarcadores al acer el empaque de sus mercancías. Fácil es de comprender, dada a necesidad de trasmontar los Andes, que corren por todo el aís, que el empaque de las mercancías debe adjustarse á las facilidades de trasporte; que estas deben ir en bultos pequeños, de oco peso, relativamente, bien empacados de modo que se puedan argar con facilidad en las mulas ó en las carretas.

Las principales producciones de Colombia son café, que se da en bundancia y que se conoce generalmente en el mercado americano como "Savanilla;" cacao, caña de azúcar, bananas de toda specie, algodón, añil, tabaco, vainilla, frutas de todas clases, naderas de construcción y de ebanistería, tagua ó marfil vegetal, naderas tintóreas y plantas medicinales, fibras, etc.; oro, plata, smeraldas, hierro, petróleo y muchos minerales más. En cuanto e refiere á industrias, las pocas que existen son únicamente de mportancia local y apenas producen para el consumo.

El comercio de Colombia por el puerto de Barranquilla durante l año que terminó el 31 de diciembre de 1896, según el informe el Cónsul americano en aquel puerto, Mr. JOHN BIDLAKE, alcanzó las siguientes cifras:

nportaciones	$8, 870, 993
xportaciones	9, 644, 398

Es la Gran Bretaña el país que más exporta para Colombia, pareciendo en la lista con $3,396,223; síguenle en órden los

Estados Unidos con $1,751,991; Alemania con $1,719,163; Francia con $1,502,583 y después España é Italia. Las exportaciones de Colombia para las naciones de Europa fueron por valor de $7,286,659 y para los Estados Unidos $2,357,739. Estos datos se refieren al puerto de Barranquilla, nada más. El Cónsul americano en Panamá, Mr. VICTOR VIFQUAIN, en un informe de 13 de setiembre de 1896, publicado en las "Commercial Relations of the United States, 1895–96," dice que, por lo que puede deducir de los escasísimos datos que tiene á la mano, el valor de las importaciones del Departamento de Panamá se puede calcular en $2,250,000 al año para los puertos de Panamá, Colón y Bocas del Toro. Las importaciones son casi en su totalidad artículos manufacturados. Toda la harina y la madera de construcción son americanas. Los Estados Unidos ocupan el primer lugar en la lista de las naciones que exportan para el Istmo; despúes vienen Inglaterra, Alemania, Francia, China, Japón, Italia y España. En un informe suplementario fechado á 4 de diciembre del 1896, dice el mismo cónsul, al enviar varios cuadros estadísticos: "El de Panamá demuestra que cerca de la tercera parte de las importaciones es de los Estados Unidos; lo mismo puede decirse de Colón, mientras que el total de las importaciones que hace Bocas del Toro es americano. Este puerto envía todo cuanto produce á los Estados Unidos, Colón como las tres quintas partes y como la mitad Panamá."

Las riquezas interiores de Venezuela son incalculables y su posición geográfica, situada como está al centro de la parte norte del continente sudamericano, la hace peculiarmente apropósito para establecer un comercio más estrecho con los Estados Unidos. Su extenso litoral lo baña el mar Caribe y allí tiene todos los puertos por donde hace su comercio extranjero, que son La Guaira, puerto principal de la República, con un magnífico tajamar donde atracan los buques; Puerto Cabello, Carúpano, Cumaná, Guanta, Maracaibo, sobre el lago de su nombre, por donde se hace todo el tráfico en tránsito para la parte interior de Colombia, la Vela de Coro, y Ciudad Bolívar sobre el Orinoco, el río más importante de Venezuela y el segundo de la América del Sur, navegable por muchas millas y que se comunica con el Amazonas. La única línea americana de vapores que hace el tráfico entre Nueva York y puertos de Sud América es la Red 'D' Line, que sale cada 10

ias de Nueva York para La Guaira y Puerto Cabello directa-
ıente, tocando en Curazao, y lleva carga y pasageros para dichos
ıertos y de trasbordo para Maracaibo y Coro. Uno de los
ıpores de esta línea hace viajes directos de Nueva York á Mara-
ıibo y Coro, una vez al mes. La Trasatlántica Española, que
le de Nueva York una vez al mes y después de hacer escala en
Isla de Cuba va á Puerto Cabello y La Guaira; la línea Holan-
:sa, que también hace escala en varios puertos de las Antillas
va á La Guaira, Puerto Cabello, Carúpano, Cumaná y Guanta y
eva mercancías para Ciudad Bolívar, Caño Colorado y Güiria,
: trasbordo en Trinidad. Las otras líneas de vapores que tocan
ı puertos de Venezuela son la Transatlántica Francesa, la Ham-
urg-American, la Trasatlántica Española, la Royal Mail, la
'eloce; la West India and Pacific y la Harrison, despúes de hacer
scala en la Barbada, Trinidad, La Guaira y Puerto Cabello, tocan
n Curazao, en puertos de Colombia y de regreso muy á menudo
n Nueva Orleans, y la línea Prince.

Las condiciones topográficas de Venezuela han sido rémora para
l desarrollo de sus vías de comunicación interna. Como en
>dos los países que atraviesan los Andes la dificultad del tráfico
ıterior depende de los obstáculos que hay que vencer. La falta
e brazos y de capital, y la riqueza natural de los países situados
ı la zona tórrida, su feracidad, sus inmensas áreas aún no culti-
ıdas, cubiertas de bosques ricos de vegetación frondosa serán,
ısta tanto que no aumente la población trayendo consigo necesi-
ıdes hoy casi desconocidas, la causa principal de su tardo progreso.
o obstante estas condiciones, comunes á casi toda la América
pañola, Venezuela tiene hoy en explotación los siguientes ferro-
rriles: el de La Guaira á Caracas, una de las obras más notables
ingeniería en la América española, que pone en comunicación
a capital con el puerto principal de la República; el Gran Ferro-
rril de Venezuela, que parte de la capital al oeste y después
atravesar los ricos valles de Aragua, termina en Valencia, capital
l Estado Carabobo, en donde enlaza con el ferrocarril de Valencia
>uerto Cabello, que la une á dicho puerto. El Ferrocarril Cen-
l de Venezuela que parte también de Caracas, al este, y llegará
ıta los ricos centros productores de Santa Lucía; el de Caracas
Valle; el de Bolívar, de Tucacas á Barquisimeto, que por
dio de pequeños vapores enlaza en Tucacas con Puerto Cabello:

el de Barquisimeto, al sudoeste; el de la Ceiba á Valera; el de Santa Bárbara al Vigía; el de Encontrados á la Fría; el de Carenero á San José; el de Guanta á Barcelona; el de Maiquetía á Macuto y varias líneas más en estudio. Hay también muchas carreteras y caminos de recua.

La agricultura y la cría son la principal riqueza de Venezuela. La diversidad de sus climas, la feracidad de su suelo, regado por innumerables ríos, sus inmensas llanuras cubiertas siempre de abundante pasto, aguardan solamente el empuje del capital y del trabajo para producir los más pingües resultados. Los principales productos agrícolas son café, cacao, sarrapia, caucho, azúcar, tabaco, añil, cebadilla, y cuanto produce la zona tropical. Su riqueza pecuaria es también inmensa y solo la falta de medios de comunicación á propósito en el interior del país ha impedido su desarrollo. Esto no obstante, Venezuela surte de ganado en pié á casi todas las Antillas más cercanas á la costa y á las Guayanas. El Ministro americano en Caracas, Honorable FRANCIS B. LOOMIS, en un informe fechado á 19 de noviembre de 1897, dirijido al Departamento de Estado, dice lo siguiente: "La industria pecuaria en Venezuela puede llegar á adquirir en cualquier tiempo tal importancia que se convierta en amenaza para la exportación de ganado de los Estados Unidos. * * * La industria pecuaria está aún en su infancia en Venezuela y hay muchas razones para creer que es capaz de un enorme desarrollo. Los terrenos propios para pasto bueno son de vasta extensión."

Hay en el país 226 minas de cuarentidos metales diferentes, siendo las principales oro, cobre, asfalto, petróleo, urao, marmol, sal, etc.

El principal artículo de exportación de Venezuela es el café, del cual se consume gran cantitad en los Estados Unidos, en cuyos mercados es conocido con los nombres de "Caracas" y "Maracaibo," abarcando la primera de estas denominaciones los cafés del centro del país que se exportan por La Guaira, Puerto Cabello y Cumaná y la de "Maracaibo," los de la región del Zulia y de los Andes, Trujillo, Mérida, Tovar, Boconó, San Cristóbal, etc. Las exportaciones de café de Venezuela para los Estados Unidos, principalmente las de La Guaira y Puerto Cabello, que en 1888 alcanzaban á 242,890 sacos, decayeron en 1893 á 3,178 sacos, por falta de un tratado de reciprocidad entre 1892 y 1894. Cuando

liminaron los derechos de represalia en 1894, comenzaron á entar otra vez las importaciones de dichos cafés. Las del de Maracaibo que también decayeron bastante durante aquel ɔdo, han vuelto á revivir paulatinamente, hasta el punto de casi toda la cosecha de esa procedencia viene ahora á este ɔado.

l cacao de Venezuela tiene también buen consumo en los ıdos Unidos, en cuyos mercados se conoce, como el café, con nombres de "Caracas" y "Maracaibo," comprendiendo la pri- ı clase los procedentes de Río Caribe, Güiria, Carúpano, Río ɔo, Higuerote y otros pueblos de la costa oriental y la segunda ɔ los del Estado Zulia y los Andes. También se exportan os y pieles, caucho, sarrapia, maderas de tinte y otros pro- ɔos.

or la índole de las exportaciones se comprende que las impor- ɔnes de Venezuelá abarcan toda clase de productos de la indus- manufacturera, de los cuales se surte de Europa y de los ıdos Unidos, siendo las principales importaciones de éste país, ına de trigo, manteca, mantequilla, aceite de kerosene, víveres ɔdas clases, aceites y pinturas, alambre de púas, cordelería, as de fuego, cemento romano, droguería y perfumería, ferre- ɬ, papel y efectos de imprenta, máquinas de coser, madera de ɜtrucción, tabaco picado para cigarrillos, maquinaria, efectos ʻidriería y lamparería, y algunas telas y tejidos. La importa- ı principal de estos géneros se efectúa de Inglaterra y Francia, obstante ser un hecho reconocido que dichos productos de la ıstria fabril americana pueden competir con los européos en dad, aunque no siempre en lo barato del precio.

ɹas exportaciones hechas por el puerto de Nueva York para los rtos de Venezuela durante el año que terminó el 31 de diciem- de 1897, según datos suministrados á la Oficina de las Repú- as Americanas por el Señor Don ANTONIO E. DELFINO, Cónsul ıeral de Venezuela en aquel puerto, alcanzaron á $3,183,016.86, americano, y deduciendo de esta cifra $91,351.76, por oro ñado, nos queda un total neto de $3,091,665.19, valor de las ʻancías exportadas. Durante el año fiscal de 1896, según las dísticas del Tesoro de los Estados Unidos, el comercio de ıezuela con este país alcanzó á las siguientes cifras: importa- ıes de Venezuela, $9,649,911; exportaciones para Venezuela,

$3,838,740. En 1893, Venezuela importo las siguientes cantidades: de los Estados Unidos, $4,207,661; de Francia, $2,335,300; de la Gran Bretaña, $4,553,287 y de Alemania más ó menos $2,000,000.

El territorio de las Guayanas está ocupado por las posesiones inglesas, holandesas y francesas en el continente meridional. Son sus ciudades principales Georgetown ó Demerara, capital de la Guayana inglesa, con un buen puerto; Paramaribo, capital de la holandesa, sobre el río Surinam, y Cayena, capital de la francesa, sobre el Atlántico. Las riquezas naturales de estas colonias son idénticas; todas producen caña de azúcar, que es la más importante de sus industrias, café, cacao, arroz, platanos, etc.; maderas de construcción y ebanistería y minerales de oro. El comercio extranjero de la Guayana inglesa, según informes oficiales, es como sigue: á la Gran Bretaña corresponde como la mitad de las importaciones de la colonia; como la quintâ parte á los Estados Unidos y el resto está repartido entre otras naciones. Azúcar, ron, melados, oro y maderas son las principales exportaciones de la colonia. La mayor parte del azúcar viene á los Estados Unidos. En el año de 1895–96 alcanzó la exportación de azúcar para este país á $3,150,129, contra $1,685,302 para la Gran Bretaña. Los productos principales que importa de los Estados Unidos son cereales y provisiones de todas clases, y de Inglaterra importa maquinaria, telas, etc.

A este respecto dice el Cónsul americano, Mr. PATTERSON, en un informe publicado en el Volúmen I, "Commercial Relations of the United States 1895–96," lo que sigue: "Como quiera que esta colonia es esencialmente inglesa y sus habitantes están acostumbrados á usar productos ingleses en clase de telas, artículos de fantasía y calzado, la mayor parte no sabe nada de los artículos americanos. Muchos ingleses prefieren ciertas mercancías americanas, pero no pueden conseguirlas. Una de las razones por que las telas y el calzado, casi en su totalidad son importados de Inglaterra es porque las casas importadoras tienen sus agentes en Lóndres, donde sus créditos están establecidos y á menos de verse obligados á no hacerlo, siguen importando de Inglaterra. He hablado con varias personas acerca de esto y aseguran que Inglaterra vende más barato que los Estados Unidos."

La Guayana inglesa está en comunicación frecuente con uropa, y con los Estados Unidos se comunica por medio de los ıpores de la Royal Dutch Mail, cada tres semanas; la línea rmstrong, que envía á Nueva York uno ó dos vapores al mes y línea Quebec de dos vapores mensuales. El flete á los Estados nidos es módico y la travesía se hace en cerca de 10 días.

En la Guayana holandesa, cuyo comercio ha sufrido en los timos años por motivo de la baja del cacao, del azúcar y la disinución de la producción de oro, se ha implantado últimamente ıa nueva industria, la explotación de la resina de la balata, que empléa como sustituto del caucho. Este producto viene casi do á los Estados Unidos. Las exportaciones principales de la ılonia son balata, cacao, café, oro, cueros, cocos, azúcar y maderas; s importaciones cereales y provisiones de todas clases, ferretería, las, kerosene y madera de pino. De los Estados Unidos importa veres y provisiones, cereales, kerosene y madera de pino y algo : ferretería. Todo lo demás de consumo en la Colonia sale de ıglaterra y de Holanda. El valor total de las exportaciones de colonia para los Estados Unidos, en el año fiscal que terminó 30 de junio de 1896, se calculó en $957,247, contra $361,657 ıe fué lo que importó de este país, según las estadísticas oficiales :l Tesoro de los Estados Unidos. La comunicación con este ıís se hace por la "Royal West India Mail."

La Guayana francesa posée ricas minas de oro en explotación. e cultivan allí el café, la balata, el cacao y la caña de azúcar. ambién produce maderas de construcción y ebanistería, y plantas ıedicinales. Las únicas importaciones que hace de los Estados Jnidos son cereales, víveres y provisiones de todas clases; todo lo emás lo introduce de Europa. No hay, que sepamos, líneas de ɔmunicación directa con los Estados Unidos. Refiriéndose al ɔmercio de éste país con la Guayana francesa, dice el Cónsul nericano, Mr. WASCOGNE, en un informe publicado en el "Comercial Relations of the United States, 1895–96," que á no ser ɔr los altos derechos aduaneros de la colonia, el comercio en aderas y en los productos americanos que allí se importan ıumentaría.

Solo nos resta mencionar la isla holandesa de Curazao y la olonia británica de Trinidad, que ocupan ambas una posición

geográfica excepcional y tienen excelentes puertos. Distan po de las costas de Venezuela, y sirven de punto de distribución á mercancías que van para dicha república y Colombia. En Cu zao tocan casi todos los buques que van á ambos países. L únicos productos que exporta Curazao son didivi, pieles y cuer lana de no muy buena calidad, fosfatos y sal. Sus importacior abarcan casi todos los géneros de consumo, siendo en su mayor pa los artículos alimenticios que se importan de procedencia americ Con excepción de muy pocos efectos, casi todas las importacior de Curazao salen otra vez para las costas de Colombia y Ve zuela, desde Panamá hasta el Orinoco. En un informe del C sul americano, JARVIS SPENCER, fechado á 9 de febrero de 18 ocurren estas palabras: "Deseo hacer constar que Curazao tie más fácil acceso á todas partes de Colombia y de Venezuela c cualquier otro lugar dentro ó fuera de esos países y es por c siguiente el lugar donde debe introducirse la cuña que abra relaciones de comercio en productos americanos en esta parte Sud América. Lo que aprueben los comerciantes de Curaz llegará con toda seguridad á los países á que hago referenci sabrán apreciar allí sus méritos, pues estos comerciantes co prenden perfectamente las necesidades de sus marchantes."

La Colonia Británica de Trinidad se compone de la isla este nombre y la de Tobago. Situada á pocas millas del de del Orinoco, es Trinidad llave de ésta gran arteria fluvial de Ve zuela. Aquí como á Curazao llegan mercancías de tránsito p Venezuela. Puerto España, ciudad principal y puerto de la i tiene un fondeadero que se considera como el mejor de las Antill donde llegan muchos vapores en su viaje para Centro y S América. La comunicación entre Nueva York y Puerto Esp se hace por los vapores de la Trinidad Line y la Royal Du Line. Entre Ciudad Bolívar (Venezuela) y Puerto España l líneas establecidas de vapores que hacen el tráfico por el Orino

Los principales productos de la isla son cacao, de fama uni sal, café en poca cantidad, azúcar, asfalto, cocos y plátanos. comercio de exportación fué en 1896, según datos estadísti oficiales ingleses, como sigue: importaciones £2,188,189 y exp taciones £2,165,820. De la Gran Bretaña importó la colo por valor de £978,565 y de los Estados Unidos por valor £458,440, contra £943,888 y £669,950 exportado para am

respectivamente. El resto del comercio, tanto de importación como de exportación, corresponde á Francia, Venezuela y las otras Antillas.

Tomando en consideración la riqueza natural de estos países y la falta de medios para desarrollarla, la carencia de industrias y de vías de comunicación con el interior, la necesidad ingente de brazos y de capital por una parte y por otra el espíritu de empresa americano, las riquezas que posée el país, sus inmensas industrias que pueden surtir con sus productos todo cuanto en la América española se necesite, parece lo natural que, ayudados por su posición geográfica, fueran los Estados Unidos los dueños del comercio extranjero de la América latina. Verdad es que mientras los Estados Unidos se ocupaban exclusivamente en su propio desarrollo, Inglaterra, Alemania y Francia se dedicaban con ahinco á buscar mercados para el excedente de sus productos industriales. En la América española hallaron lo que deseaban; se dedicaron á estudiar los gustos y las necesidades de aquellos pueblos y los medios de establecer allí un comercio, tanto más lucrativo cuanto que no tenían rivales.

Llegó el momento en que los Estados Unidos quisieron también participar de esos beneficios y comenzaron la taréa, no empleando para ello los métodos seguidos por sus competidores, sino los que daban resultado en su propio país. De entonces acá se han hecho esfuerzos más ó menos continuados en consecución del objeto que se proponían y se han visto cuales son los resultados. Pero las corrientes del comercio no se pueden cambiar á voluntad; para lograrlo se necesita un trabajo laborioso y concienzudo. Es preciso, antes que todo, dar á conocer de una manera práctica y fehaciente la excelencia del producto, sus ventajas, su consumo; es necesario, luego, establecer medios de comunicación entre el productor y el consumidor; estudiar los gustos, las necesidades, las costumbres, los medios de que dispone éste para satisfacerlos, amoldándose en todo á las exigencias del caso.

Nada habla más alto en favor de los productos americanos que las falsificaciones europeas que, con el nombre de productos de los Estados Unidos, se venden en Hispano-América. Este es un hecho que no ignoran los fabricantes americanos y del cual, sin embargo, parecen no sacar todo el partido que pudieran. Tampoco parecen haber estudiado un sistema de créditos que pueda

competir con los que concede Europa—sistema que es la base d su prosperidad comercial en Hispano-América—porque hay qu recordar que los pagos se hacen cuando se recojen las cosecha única fuente de riqueza de esos países, y que son muy contado los comerciantes que compren á corto plazo para vender lueg con largos créditos. El productor y el vendedor tienen que aju tarse siempre á las necesidades del consumidor. Mientras esto n se haga, no será posible que florezca el comercio.

Estúdiense en los mercados mismos los usos comerciales, l necesidades peculiares, las costumbres del comprador, como l hacen las casas europeas. Establézcanse líneas americanas de v pores que viajen de los Estados Unidos á Hispano-América; con trúyanse ferrocarriles americanos allí donde casi todos los que h son franceses, ingleses ó alemanes; fúndense casas americanas, c competencia con las alemanas, francesas é inglesas, y el produc americano, casi sin otro esfuerzo que el de la introducción al m cado, llegará á ocupar el rango á que sus cualidades le hacen acre dor, pues está ya probado que, con escasísimas excepcion explicables á causa de lo nuevo de sus industrias, los productos los Estados Unidos pueden competir y compiten con los Europa.

El paso que en pro del comercio americano acaba de dar Asociación Nacional de Manufactureros de los Estados Unid de América, con el establecimiento en Caracas, capital de Ven zuela, de una Exposición permanente es digno del mayor encom porque es la primera piedra del edificio que, al comercio de l "americanos con los americanos," levantará todo un continen Empresas semejantes establecidas en los otros países, acompañad del estudio de las exigencias especiales de cada uno de ellos, h de ser base de la prosperidad comercial de los Estados Unid que, como se ha dicho y es bien sabido, producen y pueden pr ducir todo cuanto se consume en el continente.

Francisco J. Yánez

A EXPOSICIÓN TRANSMISISIPIANA É INTERNACIONAL.

El día primero del mes de junio ha sido fijado para la inauguación del gran certamen industrial, agrícola y artístico que va á ificarse en la ciudad de Omaha, Estado de Nebraska, y cuya ración será de cinco meses. Todo parece indicar que la Expoión transmisisipiana va á ser, bajo muchos conceptos, de las más ables que se han visto en los Estados Unidos, y que será fruc:ra en benéficos resultados. Apenas podría ser de otra manera, de luego que allí van á exhibirse, en primer lugar, las riquezas roductos de esa maravillosa sección que se llama el Oeste, cuyo greso y desarrollo en los últimos años son el asombro de pros y extraños. Y en efecto, no registran los anales del mundo la comparable al crecimiento de esos Estados de la Unión nericana, que forman la vasta comarca allende el Misisipí y azan un área de más de 2,500,000 millas cuadradas, con una olación de cerca de 20,000,000 de habitantes. Es ése el nenso granero de América, la región agrícola y minera por celencia, donde se hallan espesas selvas productoras de excetes maderas de construcción, y se extienden vastísimas praderas, las que pacen incontables manadas de ganados, que constituyen suyo una de las más inagotables fuentes de la riqueza pública. ro, sobre todo, es el Oeste la tierra prodigiosa donde se han antado, durante la existencia de una generación, bellas y popuas ciudades que figuran en primera línea entre los centros indusales, artísticos y comerciales del país, y que son verdaderos presentantes de la cultura nacional.

Quizá por la primera vez van á exhibirse en toda su plenitud s ilimitados recursos del Gran Oeste, y es esto lo que dará á Exposición Transmisisipiana un carácter especial, que la hace gna de cuidadosa observación por parte de cuantos se interesan el progreso de América.

Como era de esperarse, el Gobierno de los Estados Unidos ha mado activa participación en esa notable empresa, y el Congreso votado un crédito de $200,000 para hacer frente á los gastos e necesariamente exigirá la exhibición oficial, incluyendo el ificio, los transportes de objetos y otras cosas semejantes.

Todos los Estados del oeste y muchos del sur y del este concurrirán á la Exposición de Omaha; pero tendrá ésta también un carácter internacional, pues varios países extranjeros han aceptado la invitación que, por conducto del Departamento de Estado, les hizo el Gobierno americano, á fin de que tomaran participación en el gran concurso transmisisipiano. Para las naciones latino-americanas reviste especial interés la Exposición de Omaha, porque deseosas, como están, de acrecentar sus relaciones comerciales con los Estados Unidos, no pueden sino ver en aquel acontecimiento una ocasión muy propicia para dar á conocer sus productos, aun más de lo que ya se conocen, en los mercados de este país, y para venir á observar de cerca los adelantos industriales de esta gran nación. Como es bien sabido, el tráfico de la mayor parte de las repúblicas latino-americanas ha sido por largos años principalmente con Europa, aunque hay que reconocer el hecho de que en los últimos tiempos negocian considerablemente con los Estados Unidos, notándose una tendencia favorable al crecimiento de ese comercio.

Pero así y todo, queda mucho por hacer, y día llegará en que tanto los americanos del norte como los del sur recordarán con sorpresa la época en que sus mutuas transacciones comerciales se limitaban á cierta clase de artículos solamente, y en que los habitantes de algunas de las secciones más vastas de este continente cruzaban el Atlántico é iban á los mercados de Inglaterra, Francia, Alemania é Italia en busca de manufacturas que las fábricas americanas producen á perfección. Increible parecerá entonces que á fines del siglo XIX, los comerciantes de algunos puntos de la América Central, por ejemplo, llevaban de Hamburgo, en Alemania, doblando el cabo de Hornos ó pasando por el estrecho de Magallanes, y atravesando no menos de once mil millas, efectos de diversas clases que podían fácilmente obtener en los Estados Unidos, viajando una quinta parte de aquella enorme distancia.

En ese futuro no lejano, se verán como verdaderas curiosidades numerosos artículos europeos que ahora se encuentran por todas partes en la América latina, tales como pianos, calzado, efectos de vidrio y muebles franceses; sombreros, telas, preparaciones químicas y farmaceúticas, lámparas y juguetes alemanes; géneros de lino, de algodón y de lana, cuchillos, objetos de cuero, papel y ferretería de Inglaterra. Apenas parece posible que hoy mismo

se lleven á la República del Uruguay máquinas de coser de Alemania, siendo este artículo, como es, esencialmente americano. De los Estados Unidos se exportan rieles para Europa, cosa que de seguro se ignora en muchas partes de la América latina, puesto que en varios de aquellos países hacen venir de Inglaterra todo ó casi todo el material de ferrocarril que necesitan, incluyendo los rieles. Á pesar de ser un hecho reconocido que en los Estados Unidos se fabrica la mejor maquinaria del mundo, algunos países de América todavía compran en Europa las máquinas que han menester, sin exceptuar los ingenios de azúcar.

Antes lo hemos hecho constar en el BOLETÍN MENSUAL y ahora lo repetimos: la industria de los Estados Unidos es, hasta cierto punto, desconocida en la América latina, y de ahí que el tráfico entre las naciones del norte y del sur de nuestro continente no haya alcanzado aún todo el desarrollo que tendrá más tarde. Á este último resultado contribuyen poderosamente las exposiciones internacionales, y por eso estimamos como sumamente beneficiosa la que está para abrirse en la ciudad de Omaha.

La Oficina de las Repúblicas Americanas comprende toda la importancia que aquel concurso tiene para los países que forman la Unión Internacional, y se interesa vivamente en que obtenga el éxito más completo. Siendo el centro oficial de información en cuanto al comercio, la producción, la industria, el progreso material y, en fin, en cuanto á todo lo que afecta el mejoramiento de las repúblicas del hemisferio occidental, la Oficina desea que la Exposición Transmisisipiana sea bien conocida y apreciada en todo el continente. Los trabajos de la Oficina abrazan un gran número de ramos, y no se omiten esfuerzos para hacerlos satisfactorios á todos los Gobiernos representados en esta Unión Internacional. Por medio del BOLETÍN MENSUAL, se imparten á los industriales y comerciantes de los Estados Unidos valiosos informes acerca de las oportunidades que ofrecen al tráfico los pueblos meridionales, al mismo tiempo que se llevan á estos últimos las noticias más recientes sobre los mercados norteamericanos.

Como una de las pruebas más elocuentes de los constantes y laboriosos esfuerzos de la Oficina de las Repúblicas Americanas para fomentar el comercio entre todas las naciones de este continente, se puede mencionar el DIRECTORIO COMERCIAL, cuyo segundo tomo está para salir á luz. En esta obra, que bien merece que se

la llame única en su clase, se encuentra recopilado mayor número de datos importantes, por no decir necesarios, para el comercio americano, que en todas las otras publicaciones de esa especie que circulan por el mundo. Como libro de consulta, el DIRECTORIO no tiene rival, y no hay exageración en asegurar que, valiéndose de él, los hombres de negocios de la América del Norte y del Sur pueden llegar á conocer mejor los recursos de sus respectivos países, que leyendo numerosos volúmenes sobre ese mismo asunto.

Hemos dicho cuán imperfectamente se conocen en la América latina los productos de la industria norteamericana. Vamos ahora á decir algunas palabras acerca de la carencia de informes que se nota en los Estados Unidos relativamente á los países latinoamericanos y sus recursos. Hasta hace muy pocos años, los comerciantes de este país se curaban poco ó nada del tráfico con las naciones de este continente, excepción hecha de México y quizá de una ó dos más; de donde resultara que Europa estableciera un verdadero monopolio comercial en la América Central y del Sur. Muchas causas se han citado para explicar esta especie de indiferencia mercantil por parte de los Estados Unidos, con relación á los otros pueblos del Nuevo Mundo, y una de ellas ha sido, sin duda alguna, el inmenso tráfico entre los estados de la Unión, al cual apenas daban antes abasto las fábricas todas de este país. Andando el tiempo, sin embargo, y cuando la producción industrial excedió al consumo, se hizo indispensable buscar consumidores extranjeros, y, como era natural, se pensó en la América latina y se procedió á hacer un examen de aquellos mercados. Entonces se comprendió por primera vez que este país había abandonado á la especulación europea un vastísimo campo de acción, donde el genio y la actividad del pueblo americano pudieron haber estado recogiendo por largo tiempo ventajas inapreciables. Y á la verdad, cuando se piensa en las riquezas que encierra esa inmensa región que se extiende desde México hasta Chile, no puede menos de sorprender que no haya desde un principio llamado la atención de la Gran República, como teatro digno del espíritu de empresa de una raza esencialmente emprendedora.

Basta echar una ojeada sobre el mapa de América para poder apreciar lo que significan hoy las naciones americanas de orígen latino, y lo que necesariamente significarán mañana. Ya la inmigración europea está operando en la República Argentina

ransformación tan prodigiosa como la que operó en los
os Unidos, y la rica, populosa y espléndida ciudad de
os Aires merece que se la designe con el nombre de Nueva
del mediodía. Cuando toda la América del Sur esté
la en proporción á su área territorial, habrá en aquel
so continente más habitantes que los que Europa tiene en
ıalidad. La América Central camina con rapidez á ocupar
esto prominente, desde el punto de vista comercial, al lado
otras grandes secciones de este hemisferio, y la inmigración
jera que ya va encaminada hácia sus playas, hará de aquella
na comarca uno de los parajes más ricos del globo. Casi
sario es hablar de México, cuyo progreso durante los últimos
s con justicia motivo de orgullo para sus hijos y de admira-
ara el mundo entero.

no poderosos factores en el adelanto de las artes, la industria
omercio, están reconocidas las exposiciones internacionales,
eso las grandes naciones celebran de tiempo en tiempo
ienes de esa índole. Francia se prepara activamente para la
exhibición de 1900, que será la tercera que haya tenido en
nino de treinta y tres años. En los Estados Unidos hubo
ranscurso de menos de dos décadas la Exposición del Cen-
o en Filadelfia, que se verificó en 1876, y la Universal de
go, en 1893. Además se han visto otras que, aunque
es en sus proporciones, no lo han sido, probablemente, en
sultados, como la de Atlanta en 1881, la de Nueva Orleans
84, la de San Francisco de California en 1894, la segunda
lanta en 1895, y la de Nashville en 1897. La Gran Bretaña
ció desde muy temprano la necesidad de celebrar exposi-
industriales, y ya en 1828 se verificó una en Londres que
dujo todos los resultados que de ella se prometían. Más
en 1845, la exhibición de manufacturas que se efectuó tam-
n la capital del reino, tuvo el éxito más completo. Cuatro
lespués vino la exposición de Birmingham, la más perfecta
ista entonces se había celebrado en aquel país; pero no fué
n 1851 que Inglaterra ofreció al mundo una de las más
es exhibiciones del siglo presente, y de la cual quedan aún
gratos recuerdos. Las otras naciones europeas han celebrado
erentes épocas exposiciones semejantes, y las ha habido en
nia, Austria, Bélgica, España, Suecia, Rusia, Italia, Suiza,

Turquía, Holanda, Grecia, Dinamarca y Portugal. Entre los países de la América latina que han seguido ese ejemplo, mencionaremos el Brasil, Chile, Venezuela, Colombia, el Perú y Guatemala.

Se comprende que, á medida que el mundo progresa, sean más frecuentes esos concursos internacionales, porque ellos exponen de una manera palpable los adelantos y recursos de un país, siendo verdaderas lecciones objetivas, en que las naciones aprenden, mejor que por ningún otro medio, á apreciarse las unas á las otras. Tomando como ejemplo á los Estados Unidos, es evidente que las numerosas industrias que aquí existen han menester de exposiciones de carácter internacional para hacerse conocer debidamente, pues da mejor idea de los productos de una fábrica una muestra exhibida á los ojos del público, que todas las descripciones y anuncios imaginables. Es por esto que conceptuamos de la mayor trascendencia el que se invite siempre á las naciones extranjeras para que concurran á esos certámenes industriales y artísticos. En el presente caso, sobre todo, en que se trata de una exposición americana, es de ingente importancia que se hallen representadas en ella todas ó la mayor parte de las naciones del hemisferio occidental.

Haciendo á un lado la cuestión puramente comercial, es un hecho que de la estrecha comunicación que se establece durante un concurso internacional entre los habitantes de diferentes países, resultan sentimientos más amistosos entre ellos y, por ende, mejor inteligencia entre los pueblos y gobiernos. De ahí que esas exposiciones deban considerarse altamente provechosas desde el punto de vista de los intereses políticos. En América, sobre todo, tienden á desvanecer ciertos errores que aun existen relativamente á las tendencias políticas de ésta ó aquella república, y nunca se podrá encarecer demasiado la conveniencia de que las dos grandes razas que pueblan este hemisferio se conozcan íntimamente, á fin de que cesen para siempre rivalidades nacidas de añejas preocupaciones.

La ciudad donde va á celebrarse la Exposición Transmisisipiana es una de esas maravillosas creaciones de la energía y actividad del Oeste. Fundada hace apenas 44 años, Omaha cuenta hoy con más de 140,000 habitantes, y es un centro comercial y ferrocarrilero de mucha importancia, como que convergen á él no

ienos de catorce vías férreas, lo cual pone á la ciudad en comu-
icación con las costas del Atlántico y del Pacífico, así como con
l golfo de México. Por esto se verá cuán accesible va á ser la
:xposición Transmisisipiana á todos los que deseen visitarla, y
s de esperar que los pueblos latino-americanos querrán aprovechar
ı ocasión que se les presenta de venir á ver con sus propios ojos
l estado de adelanto y cultura que ha alcanzado el Gran Oeste
e los Estados Unidos, inmensa región en la que vagaban, hace
ɔenas medio siglo, hordas de salvajes y manadas de bisontes;
ero donde el espíritu de una civilización sin precedente ha levan-
ıdo como por encanto espléndidas ciudades, que rivalizan en
queza, refinamiento y buen gusto con las capitales más cultas de
:uropa y América.

Cuando en el extranjero se habla de los Estados Unidos, con
ecuencia se hace caso omiso del Oeste, á extremo de imaginarse,
un estadístas y escritores de nota, que la virilidad y energía de la
ıación yace casi exclusivamente en los estados del Este, profundo
:rror que ha sido parte á que no se estime en lo que merece toda
a magnitud de la Unión Americana. No faltan quienes se figu-
en que cuando se han mencionado Boston, Nueva York, Filadel-
ia, Baltimore, Wáshington y Nueva Orleans, ya no hay más que
lecir respecto de ciudades americanas. ¡Y esto aun después de la
:xposición Universal de Chicago, que fué para muchos pueblos
e la tierra una verdadera revelación!

En la América latina se tienen nociones más exactas de lo que
s el Gran Oeste de los Estados Unidos, desde que se reunió la
:onferencia Internacional Americana y que los delegados á esta
samblea hicieron su famoso viaje á diferentes puntos de la
:epública, incluyendo en su itinerario á varios estados occiden-
ıles. Propicia ocasión se ofreció entonces á los representantes de
ıs naciones del sur para estudiar el rápido progreso de aquella
:cción del país, y sabido es que expresaron la mayor admiración
nte un desarrollo industrial que, sin duda alguna, muchos de ellos
o esperaban encontrar. Desde aquella época, cerca de nueve
ños han transcurrido, lapso que en otras partes no significa mucho,
ero que, dada la vertiginosa rapidez con que el Oeste progresa,
uede operar verdaderas transformaciones en esa tierra de los por-
:ntos; y si algunos de los que la visitaron en 1889 vuelven á
erla con motivo de la Exposición de Omaha, apenas creerán

que en menos de una década se han verificado los cambios que de seguro encontrarán allí.

Una exposición internacional americana, que tuviera por asiento á una de las grandes capitales de la América latina, á la ciudad de México, por ejemplo, sería de trascendentales consecuencias para los intereses comerciales de nuestro continente, y cooperaría de una manera poderosa á la consecución de los fines que la Conferencia Internacional Americana tuvo á la mira cuando recomendó el establecimiento de esta Oficina. Los hombres de levantado espíritu que se interesan en el progreso intelectual y material de nuestros pueblos, deberían cooperar á la realización de ese pensamiento, á fin de que los primeros albores del siglo XX vean la comunión fraternal de las dos grandes razas de nuestra América en un gran concurso artístico, industrial y agrícola.

A. Guzmán

BRASIL.

ELECCIÓN DE PRESIDENTE Y VICEPRESIDENTE.

En las elecciones generales que tuvieron lugar en el Brasil, el 1° de marzo, fueron elegidos Presidente y Vicepresidente de la República para los 4 años venideros los Señores CAMPOS SALLES y ROSA SILVA, respectivamente. El voto fué unánime. El Señor Salles es ahora Presidente del Estado de São Paulo, y se ha distinguido en los negocios públicos del Brasil durante muchos años. La toma de posesión de estos cargos públicos tendrá lugar en el mes de noviembre próximo.

ESFUERZOS PARA RESISTIR LA COMPETENCIA COMERCIAL.

MR. WAGSTAFF, cónsul general de Inglaterra en Río, en vista de los peligros que amenazan la supremacía comercial de Inglaterra en el Brasil, ha publicado una carta circular en la cual se

nuncia el proyecto de celebrar en el consulado-general, reuniones periódicas para tomar medidas respecto de la situación á que tienen que hacer frente en aquella república los comerciantes ingleses.

Para que los ciudadanos de los Estados Unidos, interesados en el comercio de Río Janeiro y del Brasil en general, puedan formarse idea de los esfuerzes que está haciendo el cónsul general, Mr. WAGSTAFF, publicamos á continuación el texto íntegro de aquella circular:

CONSULADO GENERAL BRITÁNICO,
Río de Janeiro, enero 31, de 1898.

La competencia comercial, siempre creciente, impone á todos los interesados en el comercio la necesidad no sólo de no perdonar medida alguna que pueda contribuir al desarrollo de sus negocios, sino también de conservar la posición ya adquirida en los diversos mercados del mundo.

Esta idea prevalece ya entre los fabricantes, comerciantes, y clases comerciales en general de todas las naciones; y todos estamos perfectamente impuestos del activo interés que ha tomado el gobierno británico en asuntos que tienen relación con la supremacía comercial de nuestro país.

En varios lugares se han constituido asociaciones para promover los intereses británicos, y puede ser que los comerciantes y agentes de exportación ingleses consideren ventajoso formar sociedades de la misma clase, en cuyas sesiones, ya periódicas ó ya ocasionales, podrían discutirse en beneficio general las cuestiones que afectan el comercio entre la Gran Bretaña y este país.

El cónsul de su magestad contribuirá en la medida de sus poderes á la realización de este plan. El es de opinión que los comerciantes celebren reuniones periódicas en el Consulado, para lo cual se pondrá un cuarto á la disposición de aquéllos; y el curso y resoluciones de estas juntas formarán parte de los trabajos del departamento comercial del Consulado.

CONTRATO PARA LA ACUÑACIÓN DE NÍQUEL.

El gobierno del Brasil ha sacado á pública subasta el contrato para la acuñación de 20,000 contos de reis en moneda de niquel de 100 y 200 reis. Según los términos de la subasta las proposiciones serán recibidas en la agencia financiera del Brasil, en Lóndres. Se especifica que deberán acuñarse 50,000,000 de piezas de 200 reis y 100,000,000 de 100 reis. La moneda habrá de contener un 25 por ciento de niquel y un 75 por ciento de cobre; el peso será de 15 gramos (231,480 granos) para las monedas de 200 reis, y de 10 gramos (154,310 granos) para las de 100 reis. El importe total de la moneda deberá ser entregado dentro de ocho meses á contar de la fecha del contrato y los postores habrán de prestar una fianza de 10,000 libras esterlinas ($50,000) en bonos de la deuda pública del Brasil.

NOTA.—El valor nominal del milreis de oro es de 54.6 centavos. En la actualidad, el valor del milreis en billetes es de 14 centavos en moneda de los Estados Unidos.

COMERCIO CON LOS ESTADOS UNIDOS.

Mr.. THOMAS L. THOMPSON, que hace poco representaba en el Brasil á los Estados Unidos, publicó en el "Forum" del mes de marzo un largo é interesante artículo acerca de las riquezas de aquel país y sobre las relaciones comerciales que deberían existir entre las dos repúblicas. De dicho artículo extractamos lo siguiente:

Sorprende lo poco que los comerciantes americanos, en general, saben, no sólo del Brasil, sino de todos los países que quedan al Sur. Ignoran que casi está terminada la vía férrea que permitirá al viajero ir de Valparaíso á Buenos Aires, atravesando el continente en carros tan cómodos como los de Pullman. * * * Mientras que buscan en el lejano oriente consumidores para el exceso de producción de nuestro país, tanto agrícola como industrial, los comerciantes americanos, en general, descuidan las oportunidades que les ofrece una vasta región, que, comparativamente hablando, queda á sus propias puertas. No aprecian, al mismo tiempo, el hecho de que los Estados Unidos, que es el país que consume en mayor escala los productos de la América del Sur, pagan constantemente á Europa, en la forma de cambio, un enorme tributo, no solamente en lo que compran en aquel mercado, que es el más inmediato y natural que tienen, sino en todo lo que venden allá. Si se aprovecharan las ventajas que el citado mercado nos ofrece, el consumidor americano no solamente ahorraría lo que en la actualidad paga, en forma de cambio, á su activo rival europeo, que se le ha adelantado en la explotación y desarrollo de las grandes riquezas de las repúblicas del Sur, sino que con el tiempo haría que el balance del tráfico, hoy notablemente en contra de los Estados Unidos, les fuera favorable. * * *

En la primera ciudad comercial del Brasil, Río Janeiro, que tiene cerca de 750,000 habitantes, no existe hoy más que una casa de comercio americana, propiamente hablando, que dispone de bastante capital. En toda la república, que cuenta con una población de 16,000,000 de almas, no hay sino dos casas de comercio como la citada. La colonia americana consta, probablemente, de 1,500 personas registradas, contando unos pocos compradores de café (agentes exclusivamente), agricultores, dependientes, mecánicos, dentistas y otros hombres de profesión, esparcidos en todo el país, mientras que las colonias inglesas, francesas, alemanas, portuguesas y españolas cuentan con millares de individuos que representan centenares de miles de pesos invertidos en empresas bancarias, mineras, de transportes y otras, que dejan dividendos lucrativos. * * * Creo que el Brasil presenta vasto campo á la energía y al espíritu de empresa, si van bien derijidos y sostenidos por suficiente capital. Es evidente qué si hubiera un gran número de americanos inteligentes y activos dedicados á empresas industriales en el Brasil, podrían hacer mucho para desarrollar las riquezas naturales del país y aumentar sus recursos, así como en el sentido de llevar su tráfico á los Estados Unidos.

OPORTUNIDADES PARA LOS NEGOCIOS.

Mr. CHARLES P. KING, americano residente en Rio Janeiro y omerciante comisionista, escribe lo siguiente en el "Farm Machinery," sobre el prospecto comercial del Brasil. Mr. KING lo recomienda el establecimiento en el Brasil sin capital suficiente, ero refiriéndose á los que cuentan con capital, dice:

Se presentan aquí espléndidas oportunidades para establecer casi toda clase le industrias manufactureras. El país apenas produce nada de lo que consume. os paños y telas, el calzado, los artículos de ferretería, los instrumentos de gricultura y en general todos los artículos de uso mas común son importados el extranjero. Los derechos de importación son muy fuertes y esta circunsancia permitiría á los fabricantes del Brasil vender sus productos con un norme provecho.

Los Estados Unidos sólo cuentan con una pequeña parte del comercio de esta epública, y no hay ninguna línea americana de buques mercantes que haga iages á los puertos del Brasil. Si nuestros industriales y comerciantes adoptaan un sistema mejor, un número considerable de transacciones comerciales ndría lugar entre los dos países. En primer lugar es necesario hacer como acen los ingleses, los alemanes y los franceses; estos países tienen sus agencias gularmente establecidas y ponen estas agencias á cargo de personas que hablan l idioma del país. Un comerciante americano envía uno de sus comisionistas l Brasil, el cual ni conoce las costumbres del país ni sabe hablar una palabra e portugués; y este comisionista vuelve á los Estados Unidos é informa á su omitente que no hay negocios que hacer en aquel país y que no ha podido nder sus géneros, siendo así que dicho comisionista no tuvo otros medios que el e signos y gestos para expresar sus ideas. Los europeos, además, conceden largo rédito á los comerciantes locales. Este sistema ha imperado por mucho años, á los sud-americanos les disgusta el sistema do los yankees de exijir el efectivo n plazos de treinta dias; ellos prefieren no comerciar con un país que tan exiente se muestra en los pagos. Por supuesto los ingleses y alemanes que conceden créditos á largos plazos, obtienen considerable provecho del tiempo de spera, y el riesgo que corren es muy pequeño. No existe razón alguna que mpida á los americanos adoptar este mismo sistema; y tendrán que hacerlo así i quieren asegurar el comercio con este país.

COLOMBIA.

SU RIQUEZA MINERAL.

El sur del Africa, la Australia y otros lugares remotos del undo llamaron, en los últimos años, la atención de personas de s Estados Unidos y del continente européo á causa de las

inmensas riquezas no explotadas que encerraban. Una vez adquirido el grado de desarrollo á que debían llegar en condiciones normales, el espíritu de empresa quedó en el caso de buscarlas más cerca de sus centros. La República de Colombia ofrece hoy mayores oportunidades y ejerce mayor atracción en este campo. En las últimas semanas se han formado en Lóndres y en el continente européo, varias compañías nuevas para explotar las maravillosas riquezas minerales de aquel país.

El "Engineering and Mining Journal," que se publica en la ciudad de Nueva York, trae en el número correspondiente al 30 de abril, una extensa é interesante descripción, debida á la pluma de Mr. FRANCIS C. NICHOLAS, acerca de los yacimientos de oro de Colombia y los trabajos que hoy se están haciendo allí. Por venir de fuente tan fidedigna reproducimos en el BOLETIN MENSUAL los siguientes extractos del informe de Mr. NICHOLAS:

La presente relación está basada en las exploraciones hechas en Colombia, desde el golfo de Darién, cruzando el país hasta el Pacífico hasta más abajo de Buenaventura; desde los límites orientales de la República, cerca de Venezuela, al través del país hasta el río Magdalena y desde la costa septentrional hasta las regiones interiores de los Andes. En términos generales, Colombia se puede dividir en cuatro períodos de formación geológica:

1. Las regiones auríferas, que se extienden desde el Ecuador al través de la parte central del occidente del país por Antióquia, cruzando el río Magdalena, hasta un punto en el Estado de Santander y que termina en los distritos del alto Estado Bolívar.

2. Cadenas de montañas á ambos lados de las regiones auríferas, que revelan sedimentos dislocados no auríferos en sí pero que contienen depósitos de oro de placer, que parecen tener orígen en las regiones auríferas adyacentes.

3. Las vastas regiones al norte de las montañas y al sudeste en dirección al Amazonas, donde existen sedimentos inferiores, pantanos y ciénegas de poco interés para el minero.

4. Las inmensas cordilleras aisladas de la Sierra Nevada de Santa Marta, que corre por toda la región oriental de la costa del norte.

Una descripción detallada presentaría muchas excepciones á estas consideraciones generales; por ejemplo, en las cordilleras orientales que corren hácia Venezuela, hay masas de rocas volcánicas, siendo frecuentes las violentas acciones seísmicas; en las cordilleras occidentales existen formaciones ígneas mezcladas. El istmo de Panamá, que por muchos respectos difiere de las otras porciones de Colombia, no está incluido aquí.

* * * * * * *

En Colombia existen, indudablemente, placeres de oro de gran valor, algunos formados por la erosión que se efectúa en las regiones auríferas y otros por movimientos secundarios en los depósitos que han sido arrojados de sus posi-

ciones originales; en éstas formaciones la cuestion que se debe estudiar es la extensión del terreno cuya erosión ha venido á formar concentraciones y depósitos auríferos. Esto se aplica también á los ríos, muchos de los cuales contienen incuestionablemente oro en grandes cantidades. Desgraciadamente, sin embargo, el lecho de roca es muy suave y las corrientes, por lo general, lo han corroído á tal profundidad que es imposible voltearlo. Algunos de los ríos están bien situados para ésta clase de explotación, pero se debe recordar, al pensar en empresas semejantes, que los ríos no pasan frecuentemente por formaciónes auríferas, y dadas estas condiciones la principal consideración debe ser la cantidad de material superficial que ha sido arrastrado al río; naturalmente, debe tomarse enconsideración también que la cantidad de material que ha sido arrastrado hasta un río, situado de suerte que se pueda revolver su lecho, no es tan grande como en los ríos menos profundos, que desaguan en superficies de terreno más extensas.

Estas consideraciones son simplemente una revista general de ciertas condiciones referentes á las minas de oro de Colombia, tal y como se han encontrado en las referidas formaciones geológicas.

* * * * * * *

Con relación á las minas de oro de Colombia, en general, se debe tener cuidado en escoger entre los miles de miles de minas que han sido declaradas y para las cuales hoy se solicitan mercados. Las leyes de Colombia, para adquirir esta clase de propiedades, son muy liberales y cuesta muy poco conseguir el título. Por esta razón son numerosos los dueños de minas y en beneficio de los que deseen ocuparse en este trabajo, diremos que el país está ya bastante lleno de ellos; pero los sindicatos ú otros que inviertan allí sus capitales, encontrarán excelente campo para trabajar, teniendo en cuenta las condiciones muy liberales de los dueños de minas que no pueden tener la esperanza de explotarlas por sí mismos.

Puede ser de interés para los americanos que recuerdan la especulación y quiebra desastrosa de la Compañía Minera del Cristo, saber que ésta propiedad está produciendo todavía y que por algunos años ha dado buenos rendimientos. Esta mina, después que la compañía quebró, fué tomada (en pago de los sueldos vencidos) por los empleados de Colombia que vendieron la propiedad á un sindicato inglés que la puso en explotación, pagando á los tres meses el valor de la compra y todos los gastos con el producto de una rica veta, y desde entonces, no obstante ser una mina de plata, lo cual es desventajoso, ha dado grandes rendimientos y continúa dándolos.

Las regiones mineras del Estado de Tolima, donde está situada la del Cristo, están todas á dos ó tres días de distancia de la ciudad de Honda. Otras minas de plata se están explotando en esta región, especialmente la antigua mina de Frías, que muchos consideran como la propiedad mejor montada de Sud América. Se dice que rinde de £40,000 á £50,000 por año, sobre la base de 50 centavos por onza de plata.

La mina del Rosario la explota una compañía inglesa con buenos resultados y se la considera como una propiedad muy rica. La de Calamante la explota también una Compañía inglesa, y aunque el mineral es de inferior calidad la propiedad produce buenos resultados. Todas estas son minas de plata que se

explotan por medio de la concentración del mineral, que envían luego á Inglaterra para ser tratado allí.

En la antigua mina de Santa María, que ha estádo en explotación desde 1826, probablemente se abrirán de nuevo los trabajos; pertenece al Gobierno que la ha arrendado á unos ingleses. Las excavaciones han llegado quizás hasta 1,000 pies y el mineral que produce es apropósito para ser beneficiado allí mismo. Esta es la mina que daba antes la plata fina con que estaban hechas las antiguas monedas de Colombia, que por esta razón alcanzaban un premio sobre otras monedas.

En el Estado de Tolima hay extensos placeres de oro, muchos de los cuales se están explotando con buenos rendimientos. La propiedad de una compañía inglesa la "Columbian Hydraulic," conocida con el nombre de Mal Paso, da todavía excelentes resultados. Excavaciones hechas recientemente, después de contar un falso lecho de piedra arcillosa y esquistos, descubrieron ricos depósitos de cascajos auríferos.

Otra compañía inglesa está explotando una mina conocida con el nombre de La Rica, donde se encuentran grandes lechos de cascajo aurífero en las condiciones más favorables y la propiedad está dando buenos rendimientos.

La mina de Cajongra está en explotacion por un americano, su dueño, y hasta ahora ha pagado los gastos mientras se ha trabajado hácia los bancos de arena. Los cortes se están haciendo contra un buen cascajo y se espera que dé favorables resultados. Las minas conocidas como Orita y Malbar son explotadas por compañías ingleses y dan pequeños rendimientos. Tienen grandes bancos de cascajo y mucha agua. Las minas de Baríto y Tablaza son también explotadas por compañías inglesas, pero hasta ahora no han dado resultados. Una compañía inglesa compró, y se está preparando para abrir, las minas de Paroquio donde hay mucha agua y los prospectos son excelentes.

La mina de Pavas la explota una compañía francesa, que ha llevado agua á través del río Guarino por medio de un sifón que tiene una caida de 2,000 pies, empleándose al pie de ésta una tubería muy resistente. Cuando se soltó, el agua salió con gran fuerza á través del hierro aún cuando no se podían ver aperturas de ninguna especie. Las uniones eran herméticas y los tubos estaban reforzados con bandas de hierro. La propiedad tiene rico cascajo, se emplea un procedimiento patentado y se mantienen secretos resultados. Se cree que están haciendo mucho dinero y parece que están satisfechos de los rendimientos.

En Tolima hay todavía una gran extensión de placeres de oro que no se han explotado, casi toda en manos de propietarios del país que aguardan la oportunidad de disponer de sus propiedades.

En el Estado de Antióquia hay muchas minas que se están explotando en pequeña escala con maquinaria imperfecta y dan buenos resultados. La mejor de ellas es probablemente la mina Pedro y la explotación del cascajo escojido rinde como $5,000 por mes. Hay varias minas de cuarzo y placeres que dan tan poco como $500 por año, pero muchos de ellos producen ordinariamente de $1,000 á $3,000 por mes. Muchas personas se ocupan durante la estación seca de lavar oro en los ríos ganando en ésta operación de $1 á $2 por día; algunas veces corren con más suerte.

Los embarques de oro hechos de Medellín, Capital del Estado, se calculan en $300,000 por mes. El 23 de febrero una recua de mulas entregó en Puerto Barrios $1,240,000 en oro, procedente de lugares del interior, pero en su mayor parte, según se dijo, de la mina Cristales que explota una compañía francesa. La mina de La Pluma, explotada por una compañía inglesa, está dando también resultados excelentes.

Los intereses mineros son probablemente más activos en Antióquia que en ninguna otra parte de la República, pero á causa de la riqueza de los depósitos hay más oriundos del país que trabajen con maquinaria imperfecta, que compañías extranjeras con equipos modernos.

En la parte baja de Antióquia, á lo largo de los ríos Cauca y Nache, hay muchas minas en explotación y una y dos grandes compañías inglesas están explorando minas de cuarzo. El oro se envía directamente á Barranquilla. Se dice que en Antióquia hay mucho terreno sin ocupación, pero soy de opinión que los mejores lugares ya están todos occupados.

En las regiones del Choco, en la parte occidental de Colombia, pequeñas exploraciones y lavaderos á la mano están produciendo cerca de $500,000 por año en la parte sur del estado del Cauca hay muchos trabajos de mano y de exclusa.

CONTRATO DE FERROCARRIL.

El Departamento de Estado ha recibido del Ministro HART, fechada en Bogotá el 8 de marzo, copia del contrato celebrado con el Señor JUAN BAUTISTA MANNERO Y TRUCCO, para la construcción de un ferrocarril del puerto de Girardot á la sabana de Bogotá.

El concesionario se compromete á construir el ferrocarril de Girardot y entregarlo ya terminado al cabo de cinco años. También está obligado á cambiar la vía actual por una de 1 metro (39.37 pulgadas) y terminar todos los trabajos y terraplenes necesarios; cambiar los rieles de la línea por otros que pesen 20 kilogramos (44 libras) por metro lineal; las locomotoras, por otras que no pesen más de 30 toneladas cada una, y el resto del material rodante por otro á propósito para un ferrocarril de un metro de vía. Todo esto está comprendido en el trabajo que habrá de ejecutarse en los cinco años. Los primeros 10 kilómetros (6.215 millas) de Juntas de Apulo á Bogotá, deben estar concluidos dentro del término de un año á contar de la fecha del contrato. La falta de cumplimiento hará caducar el contrato, á menos que se pruebe á satisfacción del Gobierno que ésta depende de causas inevitables.

Todo el material rodante de la línea que se está construyendo

y la que se está explotando debe estar renovado en parte y hechas las reparaciones necesarias en el término de ocho meses después de aprobado el contrato, de modo que para aquella fecha debe haber en perfecta condición tres locomotoras compuestas, una nueva de 25 toneladas, dos carros para pasajeros de primera clase, tres para los de segunda, veinte carros de carga y dos para cargar ganado. Los almacenes del puerto de Girardot deben ensancharse lo suficiente para hacer frente á las necesidades del tráfico.

El contratista debe dar una fianza personal de $50,000 en oro, aceptable por el Ministro de Hacienda, la cual pasará á ser del tesoro de Colombia, si el contratista dejara de cumplir todas las obligaciones por él contraidas.

GUATEMALA.

EMPRESAS DE FERROCARRILES Y VAPORES.

El Cónsul General, Mr. BEAUPRÉ, comunica de Guatemala al Departamento de Estado, con fecha 2 de abril de 1898, que la Asamblea Nacional de Guatemala autorizó formalmente al Presidente CABRERA, el 23 del próximo pasado, para arrendar ó vender el Ferrocarril del Norte de Guatemala, ó celebrar cualquiera clase de contrato que tenga por objeto asegurar la terminación de aquél, á la mayor brevedad, en los términos más ventajosos para la nación.

Como se ha dicho repetidas veces en el BOLETÍN MENSUAL, la construcción de esta línea es la empresa más importante que se ha emprendido en Guatemala desde hace mucho tiempo. Inició la obra el último Presidente BARRIOS y fué el proyecto favorito por el tiempo que aquél estuvo en el poder. Se ha terminado la parte de la línea desde Puerto Barrios, en el Golfo de Honduras, á San Augustin, una distancia de 133 millas; el resto de la línea hasta la ciudad de Guatemala (unas 56 millas) ha sido ya estudiado; la línea ha sido trazada, y la practicabilidad de su construcción plenamente demostrada. Cuando se termine este ferrocarril, serán accesibles las secciones cafetaleras más ricas de la República; quedarán abiertas al tráfico las ricas regiones mineras y forestales, y se espera que la línea ofrezca á esta parte del país las oportunidades para un amplio desarrollo, por tanto tiempo deseado.

Puerto Barrios está á unas 800 millas de Nueva Orleans, y tan pronto como se abra al tráfico esta línea, las mercancías americanas podrán ser fácilmente transportadas y los comerciantes americanos podrán ir cómoda y prontamente á los mercados de Guatemala, aumentándose considerablemente de esta suerte el comercio de los Estados Unidos.

El Cónsul General, Mr. BEAUPRÉ, hablando de la oportunidad para comprar ó arrendar la línea, dice:

> Los capitalistas extranjeros comprenden bien la importancia de este ferrocarril desde el punto de vista de los negocios, y yo creo que no cabe la menor duda de que su terminación será un hecho dentro de tres años. Los americanos que deseen invertir su dinero en empresas extranjeras, deben fijar su atención en este ferrocarril. Puede obtenerse una valiosa concesión y completarse el ferrocarril por la mitad de su costo original.

La Asamblea Nacional concedió también facultades al Presidente para celebrar un contrato con la Compañía de Vapores del Pacífico—asociación inglesa—y la Compañía Sud Americana de Vapores de Chile, para el transporte de la correspondencia entre Ocos, puerto de Guatemala, y Chile. El precio habrá de ser $15,000 por año, que habrá de aumentarse hasta $30,000 cuando estos vapores extiendan su servicio hasta San Francisco.

Se ha hecho observar en números anteriores del BOLETÍN MENSUAL, que estas dos líneas de vapores, cuyo término por el norte era Panamá, han extendido recientemente su servicio á los puertos de la América Central con el fin de llegar hasta San Francisco.

Como complemento de lo antedicho, el Cónsul General Beaupré informa al Departmento de Estado, con fecha 6 de abril, que el Gobierno de Guatemala ha celebrado un contrato con los Sres. MAY and JEKYLL, ciudadanos de los Estados Unidos, para explotar el Ferrocarril del Norte, recibiendo del Gobierno una prima de $40,000 por mes. Ha sido nombrado gerente general, con residencia oficial en Puerto Barrios, Mr. J. T. NORTON, un americano. El contrato comenzó á correr desde el 1° de abril.

ESTADO DEL COMERCIO.

Según un informe oficial francés, publicado en el "Nouveau Monde," el valor de la exportación de Guatemala en 1896 y años precedentes, excedió considerablemente al de la importación. La

exportación fué de 23,085,000 de pesos y la importación de 9,143,000. El informe agrega que la riqueza cafetalera está principalmente en manos de alemanes, la mayor parte de los cuales no residen en Guatemala. Por consiguiente, los productos de esta industria son remitidos á Alemania, en vez de gastarse en el país.

Los intereses alemanes en Guatemala se calculan en más de 150,000,000 de marcos. Los alemanes han contribuido mucho al desarrollo de la riqueza agrícola del país.

HONDURAS.

CONCESIÓN PARA ABRIR Á LA NAVEGACIÓN EL RÍO PATUCA.

Mr. W. M. LITTLE, Cónsul de los Estados Unidos en Tegucigalpa, comunica á esta Oficina que en la última sesión ordinaria del Congreso á Honduras, se otorgó una concesión á Mr. JOHN E. WOOD y asociados, de Cleveland, Ohio, para canalizar la entrada del río Patuca y navegar sus aguas. A continuación se da un resumen de las condiciones de la concesión.

El concesionario se obliga á canalizar la boca del río para dar entrada á buques de poco calado, y á construir un muelle y una aduana. También se le autoriza para establecer y explotar una línea de vapores desde la boca del río hasta unas 150 millas arriba.

En consideración al cumplimiento de las estipulaciones ya enumeradas, el concesionario percibirá los derechos de muellaje que hayan de pagar los artículos que entren el río, ya sea para la exportación ó ya para la importación; tienen también los concesionarios el derecho exclusivo de navegar el río por medio de vapores ó de otros buques, por un período de diez años, y se les otorgan asimismo preferencias en las concesiones para la construcción de un ferrocarril desde el punto de partida de la navegación á todos los puntos en el Departamento de Olancho, así como también se les conceden ciertas facilidades para la colonización de aquella parte del país. También recibirá el concesionario 100,000 hectáreas (247,110 ácres) de terreno nacional.

El Cónsul LITTLE dice que el río Patuca es el más importante del país, y que si el plan de navegación se lleva á cabo, quedará establecida la comunicación por vapor con aquella parte del país que se considera como la sección agrícola más rica de Honduras.

MÉXICO.

MENSAJE LEIDO POR EL PRESIDENTE DE LA REPÚBLICA AL ABRIRSE EL SEGUNDO PERÍODO DE SESIONES DEL 19° CONGRESO DE LA UNIÓN, EL 1° DE ABRIL DE 1898.

A continuación publicamos una sinópsis del mensaje del Presidente de México, Don PORFIRIO DIAZ, leido á los miembros de ambas cámaras el 1° de abril de 1898, al abrirse el segundo período de sesiones del Congreso 19°.

El Presidente felicita al país por el hecho de que las relaciones exteriores continuan con el carácter de amistosa cordialidad que felizmente han ofrecido desde hace algunos años.

Hablando de los varios establecimientos de beneficencia de la República, y especialmente del que se menciona á continuación, dice:

El Nacional Monte de Piedad hizo, durante el año de 1897, préstamos por cerca de dos millones seiscientos cincuenta mil pesos, suma á la cual no había llegado en los años anteriores. Todas las demás operaciones de esa útil institución tuvieron proporcionalmente un movimiento considerable.

Refiriéndose á la instrucción pública, el Mensaje dice:

Los exámenes semestrales en los establecimientos de instrucción primaria superior de la capital, de las cabeceras de las prefecturas y los territorios, se verificaron con regularidad, así como los exámenes de fin de año en todas las escuelas elementales, habiendo aumentado considerablemente el número de éstos, pues la inscripción total, sin computar los datos del Distrito Sur de la Baja California, que aún no se reciben, ascendió á cincuenta y seis mil seiscientos treinta y ocho alumnos. Las escuelas nacionales casi en su totalidad están dotadas abundantemente de los muebles y útiles necesarios.

De la industria minera, el Presidente dice:

Satisfactorio es el estado que guarda en la República la industria minera. Durante el período á que se refiere este informe se han expedido novecientos cincuenta y siete nuevos títulos que amparan ocho mil doscientas noventa y siete pertenencias de una hectárea, ascendiendo á siete mil cuatrocientos setenta y seis los títulos expedidos con arreglo á la nueva ley del ramo y que comprenden una superficie de cincuenta y ocho mil quinientos cuarenta y tres hectáreas.

La exportación de minerales sigue en aumento, pues por los datos publicados hasta ahora se ve que el valor de los minerales exportados durante los meses de junio á noviembre últimos ascendió, en números redondos, á treinta y nueve millones de pesos, contra poco más de veintiocho millones en igual semestre de 1896. En esa exportación figura la plata con un valor de treinta y cuatro millones de pesos; el oro con más de tres millones, y el plomo con un millón

doscientos mil pesos. Aparecen también exportados el antimonio y minerales de zinc.

Da idea del movimiento en la industria minera, el que se observa en alguno de los grandes establecimientos metalúrgicos, fundados al amparo de concesiones del Gobierno. La fundición central de Aguascalientes recibió para beneficiar, durante el año fiscal de 1896 á 1897, ciento dos mil trescientas cuarenta y nueve toneladas métricas de minerales. La de San Luis Potosí en el mismo período, cincuenta y siete mil seiscientas cincuenta y tres; y la gran fundición de Monterrey, ciento ochenta y cinco mil setecientas treinta. La negociación de la Velardeña en Durango, benefició cincuenta y tres mil doscientas cuarenta toneladas. La Compañía del Boleo, en Baja California, fundió ciento setenta y un mil toneladas de mineral de cobre, y la de Mazapil quince mil de mineral de cobre y plata.

La agricultura presenta asimismo un aspecto halagador. Se han fundado algunas grandes empresas agrícolas, los cultivos se perfeccionan, y las buenas cosechas que en general se obtuvieron en el año pasado, permitirán que esa industria marche con más desembarazo en el presente. El valor de la producción agrícola en el año de 1896 fué de doscientos veintiún millones de pesos, sin incluir los ganados, los productos de los bosques, ni las frutas.

El Mensaje continúa:

Las leyes sobre aprovechamiento de aguas de jurisdicción federal han despertado el mayor interés. Sigue siendo considerable el número de solicitudes que se presentan á la Secretaría del ramo, pidiendo concesiones para usar de esas aguas en riegos y como potencia.

Con arreglo á la ley de industrias nuevas, se abre en estos días en el Distrito Federal una gran fábrica de barro vitrificado y en virtud de la concesión aprobada por el Congreso, comienza en Yucatán sus trabajos otra fábrica de notable importancia, de cabullería y cordelería.

En el ramo de terrenos baldíos se han realizado también operaciones importantes, habiéndose reducido á propiedad particular, durante el período comprendido en este informe, cuatrocientas diez y nueve mil hectáreas de terrenos baldíos y nacionales, conforme á la ley de la materia. Esta superficie queda amparada por mil cincuenta y dos títulos, de los que se expidieron gratuitamente ochocientos catorce. Los terrenos enajenados produjeron la amortización de títulos de la deuda por trescientos veinticuatro mil setenta y un pesos.

En materia de colonización se han obtenido algunos buenos resultados, aunque en modesta escala. No puede México por ahora ofrecer aliciente para simples braceros, pero sí, ofrece ventajas para emigrantes con pequeño capital, como lo patentizan los ya establecidos en colonias formadas con extranjeros laboriosos.

Las obras del puerto de Veracruz se prosiguen con toda regularidad, siendo de lo más satisfactorio el resultado que ofrecen hasta ahora. Los vapores de cabotaje se acoderan ya á los muelles para efectuar su carga y descarga.

En Tampico se terminó el muelle fiscal de madera, y antes que fuera recibido oficialmente, quedó destruido por un incendio.

En el puerto de Coatzacoalcos se ha practicado un canal de cuatro metros de profundidad con relación á marea media. Esto ha permitido el paso sobre la barra á vapores que antes no podían entrar en la ría. Se ha celebrado un nuevo contrato para el establecimiento de una línea de navegación entre Galveston y Veracruz, tocando en Port Arthur y Tampico.

Refiriéndose á ferrocarriles, dice el Mensaje:

De setiembre de 1897, á la fecha, se han construido trescientos quince kilómetros de vías ferreas, correspondiendo ciento cuatro al ferrocarril de Coahuila y Zacatecas; setenta y seis á ramales particulares que enlazan con las líneas federales; cincuenta y cinco al de México y Cuernavaca; veintidós al eléctrico de Jalapa, diez y seis al de Mérida y Campeche; diez y siete al de Jalapa á Teocelo, y el resto á los ferrocarriles de Mérida á Peto, de Hidalgo, Guanajuato á San Luis, Cazadero á Solis y Nautla á San Marcos. Las líneas ferroviarias en su conjunto se extienden á once mil ochocientos sesenta y cuatro kilómetros, numero inferior al consignado en mi último informe, por haber convenido el Gobierno con varias empresas en la supresión de vías que no se explotaban debido á su poca importancia.

Los tranvías construidos con autorización de los Estados Unidos tienen un desarrollo de doscientos treinta y cuatro kilómetros.

De setiembre á la fecha han sido otorgadas doce concesiones de ferrocarriles y declaradas tres caducidades, contándose entre las primeras la reforma de la línea que ligará el ferrocarril de Tehuantepec con los demás de la República.

El Mensaje hace referencia á varias carreteras construidas últimamente y abiertas al servicio público; y pasa después á tratar del servicio postal en los siguentes términos:

La venta de timbres postales, en el primer semestre del actual año económico, importa seiscientos veintinueve mil quinientos setenta pesos, producto no inferior al de este ramo cuando los timbres tenían doble valor; lo cual demuestra que la reducción del porte ha duplicado en tres años el movimiento de la correspondencia.

El importe de los giros postales en el mismo semestre, da un aumento de cuarenta por ciento.

Se han establecido siete nuevas administraciones de correos y treinta y cuatro agencias, que unidas á las existentes en 1° de julio de 1897, dan un total de mil seiscientas cincuenta y cinco oficinas locales.

El servicio postal ha quedado establecido en todas las líneas de ferrocarriles, y se desempeña por medio de noventa y una oficinas ambulantes, servidas por ciento cincuenta y cinco agentes.

Se ha inaugurado el sistema de trasbordo directo en las diversas líneas de ferrocarriles, ahorrándose así veinticuatro horas en la comunicación de los Estados Unidos del Norte y Sur de la República; y se han adoptado otras medidas con que se ganan hasta cuarenta y ocho horas en la correspondencia con varias naciones de Europa.

La red telegráfica federal ha continuado ensanchándose. De setiembre á la

fecha se han construido quinientos sesenta y cinco kilómetros de líneas nuevas, se han corregido los trazos de algunas de las antiguas y seguido sustituyendo el hilo de hierro por el bronce fosforoso en varios tramos de la costa.

En el año de 1897 se distribuyeron un millón ochocientos sesenta y cinco mil trescientos tres mensajes.

Pasando al ramo de Hacienda, el Presidente manifiesta que después de su último informe no se ha verificado cambio alguno de importancia en la situación económica del país, ni en las condiciones del Tesoro Federal. Las mismas causas que en el año pasado venían influyendo en favor del desarrollo de la industria y del comercio de exportación, si bien con perjuicio del consumo de efectos extranjeros y de los cambios sobre el exterior, han seguido obrando en estos últimos meses, con mayor ó menor intensidad, sin haber ocurrido ningún hecho notable que pueda indicar la solución definitiva del problema de la plata, que tanto interesa á la República.

Los únicos efectos dignos de mencionarse en el movimiento de las rentas federales, son: en sentido adverso, el aumento en el importe del servicio de la deuda exterior y la disminución que se advierte en los derechos de importación, resultado ineludible del rápido desenvolvimiento de nuestra industria fabril; y en sentido favorable, el mayor desarrollo de los productos del timbre, síntoma seguro de creciente actividad en las transacciones interiores. En conjunto los ingresos, durante el primer semestre del año económico actual, fueron de veinticinco millones setecientos mil pesos, cifra igual, con muy corta diferencia, á la mitad del total producto de las rentas públicas durante el año económico anterior.

La ley general de bancos, dice el Presidente, ha seguido produciendo los frutos que de ella esperaba el Ejecutivo. Las concesiones otorgadas con arreglo á dicha ley, han sido debidamente cumplimentadas en los plazos fijados por los convenios respectivos y hoy cuenta la República con trece bancos de emisión en plena actividad en los Estados, además de los dos grandes bancos que funcionan desde hace años en esta Capital, con numerosas sucursales en toda la extensión del territorio mexicano.

FUNDICIÓN DE ACERO EN CHIHUAHUA.

Dice la "Iron Trade Review" que la compañía denominada "Wellman Seaver Engineering Company" ha celebrado contrato para instalar en Chihuahua, México, una nueva fragua de frente

ierto para la fabricación de acero por el procedimiento básico. os Estados Unidos suministrarán la mayor parte del capital y ıa nueva compañía se ha hecho cargo de llevar á cabo la npresa. Esta será la primera fábrica de acero de la República : México. Será un taller montado á la moderna en todos ntidos, con los aparatos reformados más recientes.

La Compañía Industrial Mexicana tiene abierto un taller de aquinaria para laminación de metales en Chihuahua, que empezó funcionar en 1892. El equipo consta de dos hornos de gas Siemens," tres trenes de cilindros (8, 12 y 20 pulgadas), un artinete de 1,500 libras y siete máquinas de cortar clavos. Su oducción anual es de 10,000 toneladas de hierro en barra, pernos, ercas, arandelas, herraduras, y 12,000 cuñetes de clavos. Los tazos de metal, en los que abunda México, suministran la materia ima. La proyectada fragua de frente abierto será situada óxima á la máquina laminadora, y la mayor parte del acero será bricado con retazos. Hay depósitos de mineral de hierro duro ı el país, pero no están en explotación.

HACIENDA É INDUSTRIAS.*

Fechado en 28 de enero de 1898, el Honorable Powell Clayton, linistro de los Estados Unidos en México, envió al Departaıento de Estado una exposición de las partidas del presupuesto ara el año fiscal de 1898–99, que propuso al Congreso de México l Señor Limantour, Secretario de Hacienda.

El total de ingresos para el año, basado en los cálculos acostumrados, se estima en $51,659,500, ó sea $549,383 más que el del ño fiscal pasado. Esto no obstante, con el objeto de hacer frente un pequeño déficit que se teme, se resolvió gravar con un npuesto la fabracación de bebidas alcohólicas. Se calcula que icho impuesto producirá $450,000, lo cual hace que el total de ıgresos suba á $52,109,500.

El total calculado á los egresos del Gobierno alcanza á 52,289,484.45, de suerte que el presupuesto, tal y como ha sido ıiciado, arrojará un superabit de $20,015.55.

Tomando en consideración lo abundante de las cosechas en el

*En este informe los cálculos son hechos en moneda de México. El valor del peso exicano, según el avalúo hecho por el Director del Cuño de los Estados Unidos el 1 : Enero de 1898, es de cuarenta y seis centavos en moneda de los Estados Unidos.

año pasado, el Señor LIMANTOUR espera grande aumento en la compra de mercancías extrangeras durante el año fiscal en consideración y, desde luego, un incremento correspondiente de las rentas producidas por los derechos de importación, así como también el impuesto interno del timbre, que será más productivo cuanto mayor sea el comercio interno.

Los ingresos por concepto de derechos de exportación se calculan en $1,393,000, producidos como sigue:

Artículos.	Ingresos (plata).
Exportación de maderas nacionales de construcción y ebanistería, palo de tinte y de moral, y tránsito de maderas extranjeras (promedio entre el rendimiento de los dos últimos años)	$225,000
Raíz de zacatón, que ha aumentado en productos, suma igual al año pasado	25,000
Chicle, que se halla en iguales circunstancias	42,000
Orchilla, cuya exportación está concluyendo	1,000
Henequén, suma igual al año pasado	350,000
Ixtle, igual al producto del año pasado	43,000
Cueros y pieles de todo género, que está en constante alza, cantidad igual al año 1896–97	77,000
Café, calculando una exportación de 18,000,000 de kilógramos (39,682,800 libras)	630,000
Total de los ingresos por exportación	1,393,000

Bajo el ramo de "Impuestos diversos sobre el Comercio Exterior" computado sobre los ingresos de los años anteriores, se calculan las siguientes entradas:

Ramos.	Ingresos (plata.)
Dos por ciento para obras de los puertos sobre $21,500,000 de derechos de importación	$430,000
Derechos especiales de puerto	47,000
Derechos de tonelada, faro, guarda, y almacenaje	100,000
Derechos de patente de navegación	1,000
Derechos de practicaje y capitanías de puerto	42,000
Derechos de sanidad	72,000
Derechos sobre facturas consulares	227,000
Derechos por certificados expedidos por cónsules y legaciones	8,000
Derechos para el cobertizo del muelle de Veracruz	27,000
Total	954,000

Los ingresos producidos por la venta del timbre se calculan en $6,885,000, iguales á los del presente año fiscal. Las rentas que recaudará la Tesorería Nacional de los Estados se computa en $5,450,000, suma que corresponde á la del año fiscal de 1895-96.

Al referirse á la minería de oro y plata, dice el Sr. LIMANTOUR ue la baja de la plata no ha impedido el aumento de la produc- ón de dicho mineral en México, mientras que en otros praíses se tán cerrando los establecimientos mineros. Esto lo atribuye al nocimiento cada vez más profundo de las riquezas naturales de léxico, al empléo de los adelantos modernos en el tratamiento de s minerales y en la explotación minuciosa de este, y asevera que extracción de la plata puede hacerse con provecho aún cuando precio bajara más. Cómo la producción del oro también ha nido incremento, se espera que el impuesto minero por este con- pto muestre un ligero aumento también, comparado con el del io fiscal pasado. Se calcula que por este respecto se percibirá na renta de $2,730,000. El presupuesto del impuesto sobre el baco es igual al del año anterior $1,225,000. El impuesto sobre choles se calcula en $818,000.

Se computa en $20,000,000 el ingreso total producido por la nta del timbre. Calcúlanse en $1,260,000 los derechos de nonedación, ensayo y otros análogos, y por derechos de marcas de brica y patentes de invención, la suma de $20,000.

El presupuesto de los ingresos federales por contribuciones irectas, en el Distrito Federal y en los Territorios, se estima en 2,511,000 lo que arroja un pequeño incremento sobre las entradas el año pasado por este respecto.

Se calculan los productos de ferrocarril de Tehuantepec en 180,000.

La exposición abarca también varios otros ramos que son uente de ingresos para el Gobierno. Sólo se han enumerado iquí los principales.

EGRESOS.

El cuadro siguiente representa los egresos presupuestos á los liversos ramos del servicio público. Es de notarse que la cuenta le gastos en el presupuesto general para el próximo año fiscal, lcanza á $1,707,500 más que en el año en curso. Debe tenerse n cuenta, sin embargo, que una gran parte de ésta suma está lestinada á subvenir á los gastos ocasionados por las grandes nejoras contratadas para los puertos de Vera Cruz, Tampico, Coatzacoalcos, Salina Cruz y otras empresas públicas. Además, os cálculos están basados sobre pesos de á cuarenta y seis centavos,

que es el valor que se les ha asignado en el próximo año fiscal, mientras que para el corriente año el cambio se calculó á la rata de cuarenta y ocho centavos, diferencia que, por sí sola, sube á $636,320.

Ramo.	Presupuesto, 1897-98 (plata).	Presupuesto, 1898-99 (plata).
Poder Legislativo	$1,018,643.90	$41,018,643.90
Poder Ejecutivo	80,968.60	80,968.60
Poder Judicial	433,051.80	444,654.15
Secretaría de Relaciones	531,741.50	543,467.55
Secretaría de Gobernación	3,652,817.45	3,685,272.85
Secretaría de Justicia	2,288,052.85	2,311,560.75
Secretaría de Fomento	742,973.11	741,874.66
Secretaría de Comunicaciones	5,450,217.45	5,627,544.09
Administración de Hacienda	6,069,552.85	6,121,229.90
Deuda Pública	18,853,768.00	19,964,268.00
Secretaría de Guerra	11,450,196.47	11,750,000.00
Total	50,581,983.98	52,289,484.45

Ramo.	Aumento (plata).	Disminución (plata).
Poder judicial	$1,602.35	.....
Secretaría de Relaciones	11,726.05	.....
Secretaría de Gobernación	32,455.40	.....
Secretaría de Justicia	23,507.90	.....
Secretaría de Fomento	.....	$1,098.45
Secretaría de Comunicación	177,326.64	.....
Administración de Hacienda	51,677.05	.....
Deuda Pública	1,110,500.00	.....
Secretaría de Guerra	299,803.53	.....
Total	1,708,598.92	1,098.45

VÍAS DE COMUNICACIÓN CON LOS PRINCIPALES CENTROS COMERCIALES.

La siguiente lista comprende los nombres de las varias vías de comunicación utilizables en el comercio con los principales mercados del país.

PARA LA CIUDAD DE MÉXICO.

Vía Veracrúz y del Ferrocarril Mexicano Interoceánico.
Vía Tampico y Ferrocarril Central Mexicano.
Vía Laredo y del Ferrocarril Nacional Mexicano.
Vía de Piedras Negras y Ferrocarriles Internacional y Central Mexicanos.
Vía de Paso del Norte y del Ferrocarril Central Mexicano.

PARA GUADALAJARA.

Vía de Veracrúz y Ciudad de México y del Ferrocarril Central Mexicano.
Vía de Tampico y Ferrocarril Central Mexicano.

Vía de Piedras Negras y Ferrocarriles Internacional y Central Mexicanos.
Vía de Paso del Norte y Ferrocarril Central Mexicano.

PARA PUEBLA.

Vía de Veracrúz y Ferrocarril Mexicano Interoceánico.
Vía de las Aduanas de la frontera del Norte, por la Ciudad de México, y el Ferrocarril Mexicano ó Mexicano Interoceánico.

PARA SAN LUIS POTOSÍ.

Vía Tampico y Ferrocarril Central Mexicano.
Vía Laredo y Ferrocarril Nacional Mexicano.

PARA MONTEREY.

Vía Tampico y Ferrocarril de Montery y el Golfo.
Vía Laredo y Ferrocarril Nacional Mexicano.

PARA CHIHUAHUA.

Vía Paso del Norte y Ferrocarril Central Mexicano.
Vía Tampico y Ferrocarril Central Mexicano.
Vía Veracrúz, Ciudad de México y Ferrocarril Central Mexicano.

PARA DURANGO.

Vía Piedras Negras y Ferrocarril Internacional Mexicano.
Vía Veracrúz, Ciudad de México y Ferrocarriles Central é Internacional Mexicanos.
Vía de Tampico y Ferrocarriles Central é Internacional Mexicanos.

PARA OAXACA.

Vía Veracrúz, Ciudad de Puebla y Ferrocarril Mexicano del Sur.
Vía de las Aduanas de la frontera, Ciudad de México á Puebla y Ferrocarril Mexicano del Sur.

SANTO DOMINGO.

AUMENTO EN LAS TARIFAS.

El Gobierno dominicano ha hecho las siguientes alteraciones en las tarifas de aduana que empezarán á regir en 1° de abril de 1898.

Según el artículo 1°, se crea un recargo de 10 por ciento sobre los derechos de aduana vigentes, el cual se destina exclusivamente para la garantía y pago de las obligaciones contraidas por el Gobierno con motivo de las operaciones que se están llevando á cabo para la conversión de la deuda extranjera denominada "bonos de oro consolidados del 4 por ciento, 1893, y los consolidados de la reclamación franco-americana de 1895."

Según el artículo 2°, el tiempo y forma en que ha de empezar á regir el antelicho recargo, se dejan á la discreción del Ejecutivo.

VENEZUELA.

CONTRATO DE INMIGRACIÓN.

Mr. W. W. Russell, Secretario de la Legación de las Estados Unidos en Carácas, comunica al Departamento de Estado, con fecha 10 de enero, el texto completo del contrato celebrado entre el Gobierno de Venezuela y Don Ludovico Dotti, ciudadano italiano. Según este contrato, el Señor Dotti se obliga por sí y en representación de sus asociados á traer á Venezuela 1,000 familias italianas anualmente, con la condición de que los miembros varones sean labradores. Estos hombres deberán poseer conocimientos elementales de agricultura, tener más de diez y ocho años y ser saludables y de buenas costumbres. El Señor Dotti se obliga á construir los edificos necesarios para el uso de los colonos y proveerlos de las herramientas y utensilios necesarios. Se le exige además que construya una iglesia en cada colonia y un edificio para oficinas públicas y escuelas. El Gobierno exime á las varias municipalidades del pago de contribuciones por un período de tres años, y concede la entrada libre de todas las herramientas y maquinaria; así como la de los efectos personales, materiales para la construcción de 1,000 casas anualmente, y materiales para la construcción de puentes y acueductos. Todos los derechos civiles de que disfrutan los venezolanos quedan extendidos á los inmigrantes. Los colonos quedan en libertad de dedicarse á la clase de cultivo que prefieran, pero con el objeto de fomentar el cultivo de la vid y del trigo, se dispone que una tercera parte de los terrenos adaptables á la producción de aquellas plantas, deberá ser dedicada al cultivo de las mismas. La compañía tendrá derecho á las minas que se encuentren en las tierras de las colonias.

Después de tres años de ocupación y cultivo, el Señor Dotti deberá dar á cada familia la casa que se le asignó, y á cada miembro de la familia 3 hectáreas (7.41 acres) de las 6 hectáreas (14.82 acres) de tierra labrantía que se la haya asignado. La compañía se obliga á establecer una línea regular de vapores entre Venezuela é Italia, los cuales harán dos viajes redondos cada mes entre los dos países, tocando en Liorna, Génova, Barcelona, Tenerife, Trinidad, La Guayra y Puerto Cabello. Estos vapores

:nen opción á hacer escala en otros puertos; quedarán obligados hacer el servicio de correos y paquetes postales entre aquellos ıertos, sin remuneración alguna del Gobierno. La Compañía ıdrá el derecho de establecer comercio de cabotage entre alesquier puertos de la República.

El Señor DOTTI se obliga á establecer dentro de tres años un nco con un capital suscrito de no menos de 20,000,000 bolívares 3,160,000) de los cuales el 25 por ciento habrá de ser en :ctivo y como fondo de garantía. El banco empleará su pital en préstamos á los colonos para el cultivo de sus tierras y s crías de ganado. Este banco es de naturaleza doble; además banco hipotecario, será banco de emisión y descuento. La :ción de emisión y descuento podrá emitir billetes hasta el 50 r ciento de su capital, y el banco hipotecario no podrá cobrar interés mayor del 7 por ciento en sus préstamos. Los reemlsos se exigirán á plazos convenientes á los deudores.

El contrato contiene otras muchas estipulaciones, pero las teriores son las principales.

FERROCARRIL (ELEVADO) DE CABLE.

El Cónsul PLUMACHER comunica de Maracaibo, con fecha 6 de ero de 1898, que el Gobierno de Venezuela ha celebrado un ıtrato con el Dr. JORGE VALBUENA para la construcción de un rocarril elevado de cable de acero con destino al transporte de :rcancías, madera, animales, etc.

Según el contrato, habrá un cable desde el valle de Tovar (sec-ın de Mérida), en el Estado de los Angeles, hasta el puerto de :alante, en el Río Escalante; y otro cable desde la ciudad de érida ú otro punto de aquella sección, hasta uno de los puertos l distrito de Sucre en el lago Maracaibo, Estado de Zulia, ó sta Santa Bárbara en el Escalante.

Estipúlase en el contrato la seguridad y rapidez del servicio, y concesionario asume toda la responsabilidad del transporte de ıeros y valores. El transporte de la correspondencia del Go-rno será gratuito, y se cobrará al Gobierno por su carga y sus quetes postales, el 15 por ciento de los precios ordinarios de fa. La tarifa de los fletes habrá de hacerse por acuerdo entre concesionarios y el Gobierno, y no excederá de 6 centavos

(1.16 centavos, moneda de los Estados Unidos) por kilógram (de 2.2046 libras). Los trabajos deberán comenzar dentro de u año, á contar de la fecha de la approbación del contrato por e Congreso, y habrán de terminarse cada año 20 kilómetros (12. millas) por lo menos. El contratista queda en libertad de escoj la fuerza motriz que haya de emplearse, y puede establecer pa el uso exclusivo de la empresa, líneas telegráficas y telefónic entre los puntos atravesados por el cable. El contrato es p cincuenta años, y á la expiración de este plazo la obra pasará á s propiedad del Gobierno. La concesión puede traspasarse á u compañía extranjera, previo el consentimiento del Gobierno. E servicio queda exento de toda contribución nacional.

NUEVOS CONTRATOS PARA LA CONSTRUCCIÓN DE FERR CARRILES.

FERROCARIL DE PERICO Á CRUCERO.

El Cónsul, Mr. PLUMACHER, comunica de Maracaibo Departamento de Estado con fecha 8 de marzo de 1898, que Gobierno venezolano ha celebrado un contrato con el General Dc CUSTODIO MILANO y asociados, para la construcción de un ferroca ril entre los puertos de Perico y Crucero, situados en la ori derecha del Rio Orinoco, en el territorio federal del Amazonas.

Según los términos del contrato es opcional el empleo d vapor ó de la electricidad como fuerza motora; la entrevía de l línea será de 2 piés y cinco pulgadas, con un radio mínimo de 9 piés y 3 pulgadas, y pendientes que no excedan de 3 por cient Los trabajos de construcción habrán de comenzar dentro de u año á contar de la fecha de la aprobación del contrato por el Co greso, y deberá ser terminado dentro de tres años á contar de l mencionada fecha.

Se concederá á los contratistas el tiempo que hayan perdido po causas imprevistas ó *force majeure*. El Gobierno declara este ferro carril de utilidad pública y concede una subvención de 20,000 bolívares ($3,860) por cada kilómetro (0.62137 millas) de línea construida. Se concede á los contratistas el derecho de introducir libres por las aduanas todos los materiales é instrumentos y la maquinaria y los demás utensilios necesarios para la construcción, conservacion y explotación de la línea. También entrará libre de

derechos el material necesario para la construcción de las líneas telegráfica y telefónica de que haya de servirse la compañía.

El Gobierno se reserva el derecho de intervenir en la formación de las tarifas de flete y pasajeros. Los concesionarios quedan obligados á transportar gratúitamente la correspondencia del Gobierno; y las tropas y empleados públicos al servicio del Gobierno, y las mercancías del Gobierno, pagarán sólo la mitad de los precios de tarifa.

La concesión podrá transferirse á cualquiera compañía nacional ó extranjera, previo permiso del Gobierno, pero en ningún caso podrá transferirse á un gobierno extranjero. Trascurrido el término de noventa años, el ferrocarril con todas sus pertenencias, y en buen estado de conservación, pasará á ser propiedad del Gobierno nacional.

FERROCARRIL DE LOS TEQUES Á CUA.

El Cónsul, Mr. PLUMACHER, informa al Departmento de Estado con fecha 12 de febrero, que el Gobierno de Venezuela ha celebrado un contrato con el Señor Don FRANCISCO E. RIVERO y otro, para la construcción de un ferrocarril en el Estado de Miranda, entre Los Teques y Cua. Los términos de este contrato son idénticos á los del contrato para el ferrocarril ya mencionado de Perico á Crucero, con la diferencia de que el artículo 8 de aquel contrato concede á los concesionarios el derecho de construir un funicular en un punto de la línea, que no excederá de dos kilómetros (1,242 millas) y deberá contar con todos los adelantos modernos y aparatos que garanticen su seguridad.

LÍNEA DE CABLE.

El Cónsul de los Estados Unidos, Mr. E. H. PLUMACHER, comunica de Maracaibo al Departamento de Estado que Mr. EDWARD RAUBER, ciudadano Francés, residente en Carácas, ha obtenido del gobierno una concesión para establecer y explotar una línea de cable de acero, destinada al trasporte de mercancías y frutas entre las ciudades de Valencia, capital del Estado de Carabobo, y Nirgua, capital del distrito de Nirgua, en el mismo Estado, y puntos intermedios. Mr. RAUBER queda también autorizado en el contrato para construir ramales de esta línea á todos los lugares contiguos á los puntos mencionados.

El contratista se obliga á empezar los trabajos en la primera sección de la línea, dentro de seis meses á contar de la fecha de la aprobación del contrato por el Congreso, y á comenzar los de la segunda sección dentro de dieciocho meses á contar de igual fecha.

La primera sección deberá quedar abierta al servicio público dentro de un año desde la fecha del comienzo de los trabajos, y la segunda dentro de tres años.

El concesionario y sus sucesores ó heredores pueden transferir la concesión á cualquiera persona ó corporación, ya sea nativa ó ya extranjera, notificando préviamente al gobierno; pero en ningún caso podrá transferirse la concesión á un gobierno extranjero.

AUTORIZACIÓN DEL SISTEMA MÉTRICO EN INGLATERRA.

El "Times" de Londres, en su número del 25 de diciembre de 1897, dice:

El informe emitido por la Cámara de Comercio sobre los trabajos que esta ha llevado á cabo bajo la vigencia de las leyes sobre pesas y medidas de 1878 1889, ha sido dado á luz como publicación del Parlamento. En aquel documento se consigna que la Cámara, en su última sesión, ha autorizado el uso en el comercio de las pesas y medidas del sistema métrico.

En cada número del BOLETÍN MENSUAL, se publica un cuadro de las pesas y medidas y sus equivalentes en los Estados Unidos.

MUSEOS COMERCIALES DE FILADELFIA.

PRODUCTOS DE LA AMÉRICA CENTRAL.

El Doctor GUSTAVE NIEDERLIN, jefe de la sección científica de los Museos Comerciales, ha regresado á Filadelfia despues de un viaje de ocho meses por las Repúblicas de la América Central, Mr. NIEDERLIN visitó á los representantes de los varios gobiernos, los cuales hicieron todo lo posible por auxiliarle en su propósito de conseguir datos comerciales. Mr. NIEDERLIN dejó también establecidas algunas oficinas de propaganda que serán de gran utilidad para los Museos. Uno de los resultados de este arreglo

s, que cada país nombrará una comisión con el objeto de reco-ectar muestras de sus productos para los Museos.

Como un servicio recíproco, los Museos convienen en remitir al alvador duplicados procedentes de otros países, á expensas del obierno del Salvador. Mr. NIEDERLIN, durante su viaje, tuvo casión de comunicarse con todos los miembros del consejo inter-acional de los Museos, el cual asistió á la reunión que se celebro n Filadelfia, en el mes de junio último. "Traffic," que se pub-ca en esta última ciudad, dice que Mr. NIEDERLIN recibió de stos señores expresiones de la mayor simpatía respecto de los Estados Unidos, y que expresaron asimismo el deseo de fomentar is relaciones comerciales con este país. Los Estados Unidos, ice Mr. NIEDERLIN, han hecho un número considerable de tran-acciones comerciales, por mediación de estos delegados, y las mpresiones que éstos recibieron durante su residencia aquí, han esultado en un interés mucho más general en la reunión que abrá de celebrarse el próximo año.

ESTADOS DE LA AMÉRICA CENTRAL Y DEL SUR.

RIQUEZA MINERA.

Un folleto recientemente publicado por la "Orinoco Company (Limited)," contiene un interesante trabajo sobre los minerales de ierro de la América del Sur. Aunque se reconoce, en general, ue la América Central y del Sur son ricas en hierro y carbón de iedra, se sabe muy poco acerca de estos minerales.

No es improbable, empero, que en un cercano porvenir, los nencionados productos ocupen un lugar importante entre las exportaciones del país. En Colombia se han encontrado grandes depósitos de hematita roja y gris, así como también hierro mag-nético. En las montañas de Santa María hay un gran depósito de este último mineral, y no lejos de aquellas se encuentran depósitos de piedra caliza y carbón de piedra. Según los últimos informes recibidos de Venezuela, se está trabajando con gran actividad en los depósitos de mineral de Bessemer, en Santa Cata-lina. Estos depósitos tienen dos y media millas de largo y media milla de ancho. El terreno en que yace el mineral se inclina en

pendiente gradual hácia el río, y los buques pueden cargar á cualquiera profundidad. La "Orinoco Company" que es propietaria de estos depósitos, dice que la cantidad media de hierro que el mineral contiene es de 67 por ciento, mientras que la cantidad de fósforo resulta tan escasa de algunos análisis, que apenas deja un lijero rastro y su promedio no es mucho mayor de 0.20 por ciento.

Además de este depósito, hay otros grandes en las montañas de Imataca; pero no se ha publicado todavía ningún informe respecto á su extensión y calidad.

COMUNICACIÓN POR VAPOR ENTRE NUEVA YORK, PUERTOS DEL BRASIL, MONTEVIDEO Y BUENOS AIRES.

El Secretario de la Legación de los Estados Unidos en Buenos Aires, Mr. FRANCIS S. JONES, ha enviado al Departamento de Estado un extenso informe sobre el comercio y las comunicaciones por vapor entre los Estados Unidos y la costa del Atlántico de la América del Sur, en el cual hace indicaciones y presenta argumentos en favor del establecimiento de una línea americana de vapores, que viaje entre los puertos de aquellos países.

En los últimos años los cambios occurridos, que se deben en su mayor parte á la política aduanera de ambos países, han impedido que se efectuara cualquier adelanto permanente en las relaciones de comercio entre la República Argentina y los Estados Unidos. No obstante estas circunstancias, nuestro comercio con aquel país ha ido aumentando gradualmente, como lo demuestra la tabla siguiente:

Año.	Exportaciones de los Estados Unidos para la Argentina.	Importaciones en los Estados Unidos de la Argentina.
1892	$2, 927, 488	$5, 343, 798
1893	4, 979, 696	5, 239, 095
1894	4, 862, 746	3, 497, 030
1895	4, 456, 163	7, 675, 270
1896	5, 979, 946	9, 313, 385
1897	6, 072, 478	10, 772, 627

Esto demuestra que el comercio combinado entre los Estados Unidos y la República Argentina, en 1897, alcanzó á $16,845,105, lo que indica un aumento de $8,573,819 sobre el comercio combinado de ambos países en 1892. El volúmen de las transacciones mercantiles de los Estados Unidos con el Uruguay y el Brasil se ha mantenido más estacionario y de tan notable manera, por lo que se refiere al Brasil especialmente, que para poder estudiar bien el punto se hace necesario mencionarlo.

Comercio de los Estados Unidos con el Uruguay y el Brasil.

Año.	Uruguay.		Brazil.	
	Exportado para	Importado de.	Exportado para.	Importado de.
1892	$939, 030	$2, 480, 890	$14, 291, 973	$118, 633, 604
1893	960, 606	1, 623, 380	12, 388, 124	76, 222, 138
1894	1, 415, 171	1, 419, 573	13, 866, 006	79, 360, 159
1895	1, 262, 001	2, 699, 648	15, 165, 070	78, 831, 476
1896	1, 481, 200	3, 242, 428	14, 258, 187	71, 060, 046
Comercio Británico (1896)	5, 407, 678	1, 568, 354	32, 430, 376	19, 727, 151

La notable disminución de las importaciones verificadas del Brasil, en 1893, se debió en gran parte á la revuelta naval que tuvo lugar en dicho año y á las consecuencias que produjo. Es de notarse, si se toma en consideración el volúmen de este comercio en la actualidad, que no ha habido una compañía americana de transportes que haya entrado á competir en el ramo.

Las líneas de vapores "Norton" y "Prince," ambas empresas inglesas, son las únicas que hacen viajes regulares entre Nueva York y Buenos Aires. La línea "Norton" hace viajes directos bimensuales de Nueva York á Montevideo y Buenos Aires pero no toca en puertos del Brasil en su viaje de ida. Los buques de la línea "Prince," que son de carga, con alojamiento para un número limitado de pasajeros, hace dos viajes al mes entre los puertos arriba indicados, tocando en su viaje de vuelta en Santos, Rio Janeiro, Bahía y Pernambuco. El más rápido de estos buques emplea por lo general veintiocho días en el viaje.

La empresa llamanda "Lamport and Holt Company," también inglesa, tiene un vapor de carga que hace el servicio una vez al mes entre Nueva York y Buenos Aires. Los vapares regulares de pasajeros de ésta línea no van más al sur que Rio Janeiro y trasbordan los pasajeros que van á Buenos Aires á los buques de las varias líneas europeas que hacen escala en Rio Janeiro, en ruta para Buenos Aires. Hay además de estos buques un servicio de vapores, tres veces al mes, entre Nueva York y Pará. La capacidad de carga de estos últimos vapores es

de 1,500 á 3,000 toneladas, que á veces no es bastante y á menudo sucede que hay que dejar la carga en el muelle, retardándose así su entrega en diez días.

El tiempo que por lo regular gastan los buques de la "Lamport & Holt" en ir de Nueva York á Rio Janeiro es de veintidos á vientitrés días. Añádase á ésto los cuatro días de viaje de Rio Janeiro á Buenos Aires, por los vapores más rápidos que tocan en aquel puerto procedentes de Europa, y resulta que el tiempo total que se emplea, sin contar con el retardo que pueda haber al hacer la conexión en Rio Janeiro, es de veintisiete á veintiocho días entre Nueva York y Buenos Aires. * * *

Los precios del cárbon (en oro) y los puertos más á propósito para tomar el combustible se encuentran en la tabla siguiente, cuyos datos han sido tomados de informe oficial acerca de estaciones carboneras, hecho por uno de los buques de guerra de los Estados Unidos en el año de 1897.

Lugar.	Clase de carbón.	Costo.	Facilidades para tomar carbón.
Bermuda	Pocahontas	$7.14	Buenas; lanchas.
Santa Lucía	idem	4.32	Excelentes; muelle.
Barbada	Cardiff	6.09	Buenas; lanchas.
Pernambuco	idem	8.88	Regulares; lanchas; dentro del tajamar, buena.
Rio Janeiro	Welsh	9.73	Buenas; lanchas.
Buenos Aires	Cardiff	7.50	Buenas; muelle.

Aunque los precios del carbón fluctúan en estos puertos, las cifras apuntadas pueden considerarse como promedio bastante exacto de los precios vigentes en los últimos años.

Los artículos de que constan principalmente las exportaciones de los Estados Unidos para el Brasil, Uruguay y la República Argentina, son madera, maquinaria para la agricultura, kerosene y mercancías en general, como artículos de ferretería, hierros é instrumentos y telas de algodón.

Las importaciones principales del Brazil en los Estados Unidos son café, azúcar y caucho; del Uruguay, cueros y lana, y de la Argentina, cueros, lana, linaza, cerda y azúcar.

Los fletes de los principales artículos de exportación é importación se cotizan así:

	Artículo.	Á razón de—
Buenos Aires á Nueva York	En general	$5 por tonelada y $4 por 40 pies cúbicos.
Rio Janeiro á Nueva York	idem	35 centavos por saco.
Bahía á Nueva York	idem	Idem.
	Azúcar	$3.65 por tonelada.
Pará á Nueva York	Caucho	$8 por tonelada; 25 centavos por pie cúbico.
Nueva York á Pernambuco	En general	30 centavos por pie cúbico y 10 por ciento prima.
Nueva York á Bahía	idem	Idem.
Nueva York á Rio Janeiro	idem	Idem.

El valor de las importaciones y exportaciones directas entre Nueva York, el Brasil, el Uruguay y la Argentina, durante los años fiscales de 1895 y 1896, fué como sigue:

Países.	Nueva York.			
	1895.		1896.	
	Importación.	Exportación.	Importación.	Exportación.
Brasil	$69, 298, 288	$11, 091, 495	$63, 712, 131	$10, 674, 519
Uruguay	2, 572, 254	1, 020, 958	2, 759, 933	1, 162, 928
República Argentina	4, 127, 597	3, 780, 110	5, 135, 419	4, 754, 328
Total	75, 998, 139	15, 881, 563	71, 607, 413	16, 411, 775

Mr. JONES hace notar que el comercio total entre Nueva York, el Brasil, el Uruguay y la República Argentina, alcanzó en 1895–96 (año que ha tomado como término de comparación) á $103,013.33, efectuado en 184 buques de vela, cuyo porte total fué de 116,558 toneladas y 331 buques de vapor, con un porte total de 470,941 toneladas. Entre este número de buques sólo se contaron 71 barcos de vela de nacionalidad americana, representando 48,724 toneladas; entre los de vapor no hubo uno solo con bandera americana.

Las líneas de vapores de "Lamport & Holt," "Norton," y "Prince" no reciben subvención, y se asegura en el informe citado que están en condición sumamente próspera, y según se dice, sus dividendos anuales son del 15 al 20 por ciento.

La deducción lógica de los hechos y los guarismos presentados por Mr. JONES, es que no solamente hay necesidad de establecer una línea de vapores bajo el pabellón de los Estados Unidos, sino que ésta es la oportunidad de hacerlo. El informe aludido indica el tamaño y la velocidad de los buques necesarios para este servicio en particular, y la ruta, las estaciones carboneras y los puertos donde deben hacer escala.

La ley de los Estados Unidos relativa á la compensación por el trasporte de sus correos es como sigue:

En cumplimiento de la seccion 3ª de la ley aprobada en 3 de marzo de 1891, el Gobierno de los Estados Unidos concede á cualquiera compañía americana de vapores que se establezca, la suma de $2 por milla por cada viaje de ida conduciendo el correo de los Estados Unidos, siempre:

(1) Que sus buques hayan sido construidos en los Estados Unidos.

(2) Que su construcción sea de hierro ó de acero.

(3) Que sean construidos de suerte que se les pueda convertir en cruceros auxiliares en tiempo de guerra.

(4) Que sean capaces de mantener una velocidad de 16 nudos por hora en circunstancias ordinarias.

(5) Que tengan un porte bruto, registrado, de no menos de 5,000 toneladas.

En conformidad con una cláusula idéntica de la misma ley, se organizó, creció y llegó á ocupar uno de los primeros puestos entre las grandes líneas de vapores que hoy unen la Europa con los Estados Unidos, la empresa conocida con el nombre de la "International Navigation Company."

COMERCIO MISCELÁNEO.

REPÚBLICA ARGENTINA.

Industria de la Fabricación de Mantequilla y Queso. Un informe oficial sobre la República Argentina dice que la industria de la fabricación de la mantequilla está llegando á adquirir grandes proporciones. La exportación anual de este artículo, producido en el país, alcanza en la actualidad á 15,000 cajas, mientras que hace pocos años casi toda la mantequilla era importada. Una compañía inglesa ha comprado una fábrica que ya estaba establecida en Tandil, Provincia de Buenos Aires, y espera aumentar en gran cantidad su producción. Como la leche y la crema se encuentran abundantemente, es indudable que la empresa mencionada tiene un gran porvenir. El queso fabricado en el país ha ido haciendo desaparecer gradualmente el consumo del artículo importado.

Alumbrado Eléctrico en Buenos Aires. La municipalidad de Buenos Aires ha celebrado un contrato con la Compañía General de Electicidad de aquella ciudad para alumbar las calles por medio de luces eléctricas. Como principio de la obra, se instalarán 300 lámparas de ocho *ampères*. Los precios que se pagarán son los siguientes: por las lámparas encendidas toda la noche, $27 por cada una; por 180 lámparas encendidas hasta la 1 a. m., $20.25 por cada una. Mediante este arreglo, se suprimirán 990 lámparas de gas que ahora cuestan $7 cada una. El primer contrato será solamente por un año, mientras se da por el Gobierno de la ciudad autorización para extenderlo por más tiempo.

Exportación de Ganado en Pie. El "Butchers' Advocate," del 30 de marzo de 1898, que se publica en Chicago y Nueva York, dice que la Agencia Anglo-Argentina de ganado en Buenos Aires, ha establecido una línea de vapores para el trasporte de ganado entre aquella ciudad é Inglaterra. Estos vapores son de unas seis mil toneladas y cada uno cargará seiscientas cabezas de ganado mayor y dos mil carneros. Estos vapores cuentan con un equipo completo y todo lo necesario para facilitar el trasporte de ganado. Espérase que los exportadores podrán exportar ahora ganado de la Argentina á Inglaterra, en condición propia para competir con el ganado de los Estados Unidos y del Canadá.

Periódicos.

El Señor Don FRANCISCO LATZINA, Director General de Estadísticas, da los siguientes datos relativos al número de periódicos que se publican en la República Argentina. El número total es de 472, de los cuales 64 son diarios, 16 trisemanales, 44 bihebdomadarios, 191 semanales, 4 que salen cada diez días, 55 quincenales, 64 mensuales, 2 trimestrales, 11 anuales, 13 á intervalos irregulares, y ocho respecto de los cuales no se consiguen datos. De los 472 periódicos, 8 se publican en inglés, 8 en alemán, 8 en francés, 22 en italiano, 1 en danés y los 425 restantes en castellano. De estos últimos, 413 son de la propiedad de ciudadanos de la República Argentina y 12 pertenecen á españoles.

BRASIL.

Introducción de Carros Postales.

El Brasil ha adoptado recientemente la innovación americana que consiste en el uso de carros especiales de ferrocarril para el servicio de correos. El Ferrocarril Central del Brasil, que es propiedad del Gobierno, dió órdenes á la compañía denominada "Wason Car Company," de Springfield, Mass., para la construcción de seis carros postales. En el pedido se especificó que los carros debían ser construidos tomando por modelo los postales americanos, pero se recomendó que la caoba, madera que los brasileros prefieren á la blanca que es la que generalmente se emplea, se usara para el acabado interior y exterior de los carros. Se usaron los antiguos enganches ingleses y se dieron á los carros las debidas dimensiones para ajustarlos á la entrevía de cinco pies que se usa en el Brasil. También se ha despachado recientemente una factura de carros de pasajeros para la misma línea.

CHILE.

Planta Eléctrica en Punta Arenas.

Dice la "Electric Review" que los trabajos de instalación de una planta eléctrica para el alumbrado en Punta Arenas, Chile, en el Estrecho de Magallanes, estan llegando rápidamente á su término. La maquinaria ha sido embarcada en Nueva York, y los edificios están ya dispuestos para la instalación de aquélla. Esta es la primera planta de luz eléctrica que se instala en aquella parte de la República.

MÉXICO.

Ferrocarril Central de Coahuila.

El "Modern Mexico," que se publica en las ciudades de México y St. Louis, dice que se ha hecho ya la concesión del Ferrocarril Central de Coahuila, la proyectada línea de vía ancha entre Saltillo y Trevino. Se han hecho los estudios preliminares y se han comprado ya los rieles de acero. La línea se empezó á construir el primero de abril. El ferrocarril tendrá unos noventa kilómetros (56 millas) de longitud y comunicará á Saltillo por medio de vía ancha con las principales líneas de la República y de los Estados Unidos. Además de la construcción y equipo de la línea, la Compañía queda obligada á establecer un hotel á la moderna, el cual, una vez terminada la construcción de la línea, contribuirá grandemente á la importancia de Saltillo. Saltillo es ya prominente como ciudad manufacturera; cuenta con grandes molinos

de harina y fábricas de jabón, de aceite de semilla de algodón y de géneros d algodón. Está alumbrada por luz eléctrica, cuenta con un buen servicio de carr urbanos y contiene otros adelantos, signos reveladores de espíritu de empresa crecimiento.

Industria del Azúcar de Caña.

La producción de la caña de azúcar no tiene en Méxic las proporciones que podría tener ,y relativamente ha blando, puede decirse que esta industria está todavía en su infancia. En u artículo publicado con fecha reciente en el "Modern Mexico", y escrito pc Mr. J. YORBA, perito en tierras y conocedor de las fuentes de riqueza de México el mencionado escritor habla de las ventajas del país para el cultivo de la caña y de la importancia probable de este cultivo en lo futuro. La caña de azúca crece y se cultiva en todo México, con exeepción del Distrito Federal y de Estado de Tlaxcala. La industria, en algunos distritos, no ha alcanzado todavía éxito comercial. Tal vez la principal razón que explica el porqué los ingenio mexicanos no bastan á cubrir la demanda, radica en el hecho de que una gra parte del área propia para el cultivo de la caña de azúcar no se ha explotad sino que permanece intacta en espera de capital extranjero que la ponga en p de cultivo. Pocos son los plantadores mexicanos que prestan alguna atención la calidad del terreno, cuando éste es uno de los puntos más esenciales par obtener buenos resultados económicos.

Cultivo del Café.

El istmo de Tehuantepec, sección que hace unos cuanto años era casi desconocida, promete ser uno de los dis tritos cafetaleros más grandes del continente norteamericano. Dicho istmo cuent con excepcionales y atrayentes ventajas respecto á la calidad é importancia d las cosechas, así como en lo tocante á terrenos, trasporte, clima, y otras cor diciones esenciales al éxito en el cultivo del café. Puede cultivarse aquí el ca á muy reducido costo; además el grano es de excelente calidad y obtiene bu precio.

Explotación de los Depósitos de Guano en el Golfo de México.

El Gobierno de México, por medio del Señor LEA Ministro de Fomento, ha celebrado recientemente u contrato con los Señores LUIS ROSSI y EDUARDO CHES para la explotación de los depósitos de guano de las islas desiertas del Golfo México, que quedan cerca de las costas de Campeche y Yucatán. Diez añ será la duración del contrato, que comprende la explotación de las islas de Alacr nes, Arcas, Arenas, Bermeja, Banco Nuevo, Can Can, Contoy, Desertor Desterradora, Holhose, Obispo, Pájaros, etc., así como también n los cay frente al Cabo Catoche. El concesionario pagará al gobierno 75 centavos p tonelada de guano sacado y los derechos de exportación prescritos por la tari Los Señores Rossi y CHESIO deberán comenzar los trabajos de exploraci dentro de seis meses despues de firmado el contrato y la explotación dentro los seis meses subsiguientes.

Inauguración de un Ferro-carril Eléctrico.

Se acaba de concluir en México el primer ferrocar eléctrico que se extiende desde Jalapa, capital del Esta de Veracruz, hasta Teocelo. Dentro de pocos días se abrirá la línea al tráfi en general, y se espera que el Presidente de la República tomará parte en ceremonia de la inauguración de dicha empresa.

Pozos Artesianos y Molinos de Viento.

Durante los últimos años muchos ciudadanos americanos se han trasladado á México en donde se han establecido en varias industrias, especialmente la agrícola. La carencia de agua había sido una gran desventaja para su desarrollo en años anteriores; hoy se ha vencido esta dificultad con la introducción en el país de pozos artesianos y molinos de viento. Hace poco se abrió un pozo en la plaza de la ciudad de León, Estado de Guanajuato, que á la profundidad de 700 pies dió un espléndido surtidor de agua. El éxito de la empresa pronto se hizo conocer, llamando la atención á este método de surtirse de agua. Probablemente dará por resultado la introducción de molinos de viento para hacer trabajar los pozos artesianos y obtener así agua potable y para el riego.

URUGUAY.

Proyecto de Mejoras en el Puerto de Montevidéo.

Con fecha 24 de febrero, el Cónsul de los Estados Unidos en Montevidéo, Mr. SWALM, informa al Departamento de Estado que se están haciendo preparativos para comenzar definitivamente los trabajos de mejora que tanto se necesitan en el puerto de Montevidéo. Como se ha dicho repetidas veces en el BOLETÍN MENSUAL, se han sometido ya al Gobierno los planos para llevar á cabo esta obra, los cuales han sido hechos por hábiles ingenieros, entre los que se cuentan algunos de los Estados Unidos. El Cónsul SWALM dice que dichos planos serán sometidos á nuevo exámen y que tan pronto como se haya hecho la elección, se dará comienzo á los trabajos de profundizar el puerto y construir el tajamanar. La obra costará de $7,000,000 á $15,000,000. Se llama la atención de los contratistas de los Estados Unidos á la empresa.

VENEZUELA.

Exportaciones en Marzo de 1898.

Un informe oficial, últimamente trasmitido á esta Oficina, dice que las exportaciones totales de Nueva York á Venezuela, durante el mes de marzo de 1898, ascendieron á $326,519, de cuya cantidad $67,500 fueron en moneda de oro y el resto en mercancías de caracter general. En el mismo mes del año anterior, la importación total de oro acuñado, proveniente del mismo puerto, fué de $4,911, lo que muestra un aumento de $62,583 en favor del mes de marzo de 1898. La exportación de mercancías en marzo de 1897 alcanzó un valor de $290,615, lo que comparado con lo que se exportó en el mismo mes en 1898, deja ver un balance de $31,596 á favor del mes de marzo de 1897. Por las cifras en referencia, se observa que el resultado general fué favorable á marzo de 1898, en una cantidad de $30,992.

Destilerías en Caracas y en Puerto Cabello.

Tiene informes esta Oficina de que el representante del Monopolio de Whisky (Whisky Trust) de los Estados Unidos ha salido ya para Venezuela á dirijir allí la construcción de las dos nuevas destilerías que se establecerán en Carácas y en Puerto Cabello, al costo aproximado de $1,000,000. La maquinaria está lista para despacharla y se espera que las destilerías estén funcionando en el curso de este año. Los elevadores tendrán una capacidad de 20,000 bushels de granos y las dos destilerías

producirán 3,500 bushels de grano preparado, ó sea 16,000 galones diarios de alcohol y bebidas espirituosas. Las destilerías se establecerán según la concesión hecha por el Gobierno de Venezuela, que da el concesionario el derecho de importar libres los materiales necesarios, exhonerando de todo impuesto los productos por el término de seis años. Los derechos actuales sobre alcoholes son $2 por galón de prueba. Los aguardientes para bebidas espirituosas se fabrican en Venezuela, por lo general de frutas y caña de azúcar, ó se importan de Europa.

A los Embarcadores.

Llamamos la atención de los embarcadores al siguiente decreto promulgado recientemente por Don MANUEL A. MATOS, Ministro de Hacienda de los Estados Unidos de Venezuela, cuya falta de observancia puede causar dificultades á los importadores en el despacho de sus mercancías. Teniendo el Gobierno necesidad de conocer, á la llegada de los buques procedentes del extranjero, el contenido de las facturas consulares correspondientes á sus respectivos cargamentos, sin tener que esperar que el Ministerio de Hacienda reciba el ejemplar de dichas facturas que deben remitir los cónsules por otro buque inmediato; el Presidente de la República dispone que "á contar desde el 1° de abril próximo, los importadores de mercancías estranjeras presenten á la aduana, junto con sus manifiestos de importación, á más de las respectivas facturas consulares, una copia simple de ellas que la aduana remitirá al Ministerio de Hacienda con la nota de 'confrontado con el original,' á más tardar seis días después de la llegada del buque."

BOLETIM MENSAL

DA

SECRETARIA DAS REPUBLICAS AMERICANAS,

UNIÃO INTERNACIONAL DAS REPUBLICAS AMERICANAS.

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RELAÇÕES COMMERCIAES ENTRE OS PAIZES AMERICANOS.—XI.*

RECURSOS INTERIORES DA PARTE SEPTENTRIONAL DA AMERICA DO SUL.

Considerados no numero do BOLETIM MENSAL, correspondente ao mez de Abril, os recursos territoriaes das Antilhas, segue em ordem o estudo dos daquelles paizes que compõem a parte septentrional da America do Sul, a saber, as Republicas da Colombia e de Venezuela, as possessões europeas da Guayana, a ilha hollandeza de Curaçao, e a colonia britannica de Trinidad.

Sob o ponto de vista geographico, pois o Isthmo de Panamá serve para ligar a America Central com a America do Sul, a Republica da Colombia, com seu grande littoral sobre o Atlantico, sua costa banhada pelo Pacifico, e seus portos de Colon e Panamá a cada lado dos dous oceanos, merece especial attenção. Como acontece com a maior parte dos paizes hispano-americanos, a população da Colombia não corresponde á sua extensão territorial. Rica em productos agricolas e mineraes, seu commercio de exportação é limitado sómente á troca destes pelos productos da indus-

*O primeiro desta serie de artigos, pelo finado Sr. JOSEPH P. SMITH, foi publicado no BOLETIM MENSAL do mez de Julho de 1897. Continuar-se-ha a publicação destes artigos, escriptos for varios collaboradores e de conformidade com o plano adoptado pelo Sr. SMITH.

tria, que recebe principalmente da França, Inglaterra, os Estados Unidos, Allemanha, Hespanha e Italia.

Não obstante a condição montanhosa do paiz, que impede o desenvolvimento das vias de communicação internas, Colombia tem conseguido estabelecer a navegação fluvial pelo Magdalena, principalmente, e varias linhas de estradas de ferro que estão funccionando, taes como a estrada de ferro de Colon a Panama, que liga o Atlantico com o Pacifico e tem 47 milhas de comprimento; a de Santa Marta a Sabanilla, chamada Puerto Colombia, de 46 milhas, que será estendida até Heredia, no Magdalena; a de Barranquilla a Sabanilla, 16 milhas; de Carthagena a Calamar, 65 milhas; a estrada de ferro de Cauca, de Buenaventura a San José, 21 milhas, que se trata de estender até Cali, 64 milhas; a de Antioquia, de Puerto Barrio a Monos, 32 milhas, que chegará até Medellin, 9 milhas; a de Yeguas a Honda, 15 milhas, que se trata de estender até La Maria, 7 milhas; a estrada de ferro de Sabana, de Facatativa a Bogotá, 24 milhas; a de Girardot deste ponto a Juntas de Apulo, 24 milhas, que será estendida até Madrid, mais 48 milhas; a de Cucuta, de Madrid até Puerto Villa Mizar, sobre o rio Zulia, 34 milhas e que se trata de estender até a fronteira de Venezuela, e a estrada de ferro do norte de Bogotá a Zipaquirá, 31 milhas. Destas linhas, são americanas a de Carthagena, a do Isthmo de Panama, e a de Cauca; a linha do Norte e a de Girardot são nacionaes; pertence ao Estado de Antioquia a que tem seu nome; são colombianas a linha de Sabana e a de Cucuta, e as outras são estradas de ferro inglezas.

Os principaes portos da Republica são, no Atlantico, Rio Hacha, Santa Marta, Sabanilla ou Puerto Colombia e Carthagena; no Pacifico, Buenaventura e Túmaco e no Isthmo, Colon e Panamá. Estes ultimos são portos livres por onde se faz a maior parte do commercio da costa oriental dos Estados Unidos com a costa occidental da America Central e do Sul. Tocam nos portos da Colombia as seguintes linhas de vapores: em Colon, a Panama Railroad Steamship Line de New York, a Royal Mail, a Compagnie Générale Transatlantique; a West Indies and Pacific e a Harrison, que tocam em New Orleans; a Hamburg-American, a Trasatlantica Española de New York e a Veloce. Em Panama tocam os vapores da South American Steamship Co., a North

merican Navigation Co., e a Pacific Mail Steamship Co.; as ıas primeiras linhas correm entre Panama e portos da costa do ıcifico da America do Sul e as outras duas desde San Francisco . California a Panamá, tocando nos portos do Mexico e da merica Central. Aos outros portos vão as seguintes linhas: a arranquilla Steamship Co., que faz viagens de New York a arranquilla, regressando via Carthagena; a Atlas que corre entre ew York e Sabanilla, tocando na sua viagem de volta em Carıagena; a West Indian and Pacific que vai de Liverpool a Puerto olombia e d'alli a New Orleans com escala em Colon e Carthaına; a Harrison que faz o mesmo itinerario; a Trasatlantica spañola de New York a Puerto Colombia, com escala em Carıagena, Colon e Havana; a Compagnie Générale Transatlantique, Royal Mail, a Veloce, e a Hamburg-American Line.

O trafico até os lugares onde não ha estradas de ferro se faz por ıtradas de rodagem e caminhos de montaria, circumstancia que evem tomar em conta os embarcadores ao fazerem o empacoımento de suas mercadorias. Considerando a necessidade de travessar os Andes que correm por todo o paiz, facil é de comrehender que o empacotamento das mercadorias deve corre-ponder ás facilidades de transporte; que estas devem ir em olumes pequenos, de pouco peso, relativamente, bem empacoıdos de modo que possam ser levados com facilidade ás costas de ıula ou em carroças.

Os principaes productos de Colombia são café, que dá em bundancia, e que se conhece geralmente no mercado americano omo "Sabanilla;" cacáo, canna de assucar, bananas de toda a lasse, algodão, anil, tabaco, baunilha, fructas de toda a classe, ıadeiras de construcção e de marcenaria, marfim vegetal, maeiras de tinturaria e plantas medicinaes, fibras, etc.; ouro, rata, esmeraldas, ferro, petroleo, e muitos outros mineraes. Quanto ás industrias, as poucas que existem são sómente de nportancia local e apenas bastam para o consumo domestico.

O commercio da Colombia pelo porto de Barranquilla durante anno findo em 31 de Dezembro de 1896, segundo o relatorio o Consul americano naquelle porto, o Sr. JOHN BIDLAKE, alcanou os seguintes algarismos:

nportações	$8,870,993
xportações	9,644,398

A Grã Bretanha é o paiz que exporta mais para a Colombia, figurando na lista com $3,396,223; depois seguem em ordem os Estados Unidos, com $1,751,991; Allemanha com $1,719,163; França, com $1,502,583 e depois Hespanha e Italia. As exportações da Colombia para as nações da Europa foram no valor de $7,286,659 e para os Estados Unidos, $2,357,739. Estes dados referem sómente ao porto de Barranquilla.

O Sr. VICTOR VIFQUAIN, Consul dos Estados Unidos em Panamá, em um relatorio de 13 de Setembro de 1896, publicado nas "Commercial Relations of the United States," 1895–96, diz que pelo que pode deduzir dos escassissimos dados que tem á mão, o valor das importações do Estado de Panamá, é cerca de $2,250,000 por anno, para os portos de Panamá, Colon e Bocas del Toro. As importações são artigos manufacturados quasi em sua totalidade. Toda a farinha e a madeira de construcção procedem dos Estados Unidos. Os Estados Unidos occupam o primeiro lugar na lista das nações que exportam para o Isthmo; depois vêm Inglaterra, Allemanha, França, China, Japão, Italia e Hespanha. Em um relatorio supplementar datado de 4 de Dezembro de 1896, diz o mesmo consul, ao enviar varios quadros estatisticos: "O de Panamá demonstra que cerca da terça parte das importações vem dos Estados Unidos; pode-se dizer o mesmo de Colon, emquanto que o total das importações em Bocas del Toro vem dos Estados Unidos. Este porto envia quasi tudo que produz para os Estados Unidos; Colon as tres quintas partes e Panamá, a metade.

Os recursos interiores de Venezuela são incalculaveis, e sua posição geographica, situada como está no centro da parte septentrional do continente sul-americano, a faz peculiarmente adaptada para o estabelecimento de um commercio mais estreito com os Estados Unidos. O mar das Antilhas banha seu extenso littoral, e alli estão situados todos os portos por onde faz seu commercio estrangeiro e que são La Guaira, porto principal da Republica, com um magnifico quebra-mar onde atracam os navios; Puerto Cabello, Carúpano, Cumaná, Guanta, Maracaibo, sobre o lago de seu nome, por onde se faz todo o trafico em transito para a parte interior da Colombia; La Vela de Coro e Ciudad Bolivar, sobre o Orinoco, o rio mais importante de Venezuela e o segundo da America do Sul, navegavel por muitas milhas e que se communica com o Amazonas.

A unica linha americana de vapores, que faz o commercio entre New York e portos da America do Sul é a Red D Line, que sahe cada dez dias de New York para La Guaira e Puerto Cabello directamente, tocando em Curaçao, e leva passageiros e carga para ditos portos e de transferencia para Maracaibo e Coro. Um dos vapores desta linha faz viagens directas de New York a Maracaibo e Coro, uma vez por mez. A linha Trasatlantica Española que sahe de New York uma vez por mez e depois de fazer escala na ilha de Cuba, vai a Puerto Cabello e La Guaira; a linha hollandeza, que tambem faz escala em varios portos das Antilhas, vai a La Guaira, Puerto Cabello, Carúpano, Cumaná, e Guanta e leva mercadorias para Ciudad Bolivar, Caño Colorado, e Guiria, as quaes são reembarcadas na Trinidad. As outras linhas de vapores que tocam em portos de Venezuela são a Transatlantica Franceza, a Hamburg-American, a Trasatlantica Española, a Royal Mail, e a Veloce. A West India and Pacific e a Harrison, depois de fazer escala em Barbadas, Trinidad, La Guaira e Puerto Cabello, tocam em Curaçao, em portos da Colombia, e, na viagem de volta, muitas vezes em New Orleans.

As condições topographicas de Venezuela têm impedido o desenvolvimento de suas vias de communicação interna. Como em todos os paizes que os Andes atravessam, a difficuldade do trafico interior depende dos obstaculos que ha de vencer. A falta de braços e de capital, e a riqueza natural dos paizes situados na zona torrida, sua fertilidade, suas immensas areas ainda não cultivadas, cubertas de mattos ricos de vegetação exuberante, serão as causas principaes de seu tardo progresso, até a população augmentar-se trazendo comsigo necessidades hoje quasi desconhecidas. Não obstante estas condições, communs a quasi toda a America hespanbola, Venezuela tem hoje funccionando as seguintes estradas de ferro: a de La Guaira a Caracas, uma das obras mais notaveis de engenharia na America hespanhola que liga a capital com o porto principal da Republica; a Grande Estrada de Ferro de Venezuela, que parte da capital e, depois de atravessar os ricos valles de Aragua, termina em Valencia, capital do Estado de Carabobo, onde entronca-se com a estrada de ferro de Valencia a Puerto Cabello; a Estrada de Ferro Central de Venezuela que parte tambem de Caracas, e vae a leste, chegando aos ricos centros productores de Santa Lucía; a de Caracas até Valle; a de Boli-

var, de Tucacas a Barquisimeto, que por meio de pequenos vapores faz connexão em Tucacas com Puerto Cabello; a de Barquisimeto, ao sudoeste; a de Ceiba a Valera; a de Santa Barbara a Vigia; a de Encontrados a Fria; a de Carenero a San José; a de Guanta a Barcelona; a de Maiquetia a Macuto e varias linhas mais projectadas. Ha tembem muitas estradas de rodagem e caminhos de montaria.

A agricultura e a criação são a principal riqueza de Venezuela. A diversidade do seu clima, a fertilidade do seu solo, banhado por innumeraveis rios; suas immensas planicies cubertas sempre de abundante pastagem, aguardam sómente o impulso do capital e do trabalho para produzir os mais satisfactorios resultados. Os principaes productos agricolas são café, cacáo, favas de Tonka, borracha, assucar, tabaco, anil, e tudo que produz a zona tropical. As opportunidades para a criação de gado vaccum são muito grandes, e só a falta de meios de communicação com o interior do paiz tem impedido o desenvolvimento desta industria. Não obstante ísto, Venezuela fornece de gado em pé quasi todas as Antilhas mais proximas á costa e ás Guyanas. O Ministro americano em Caracas, O Honrado FRANCIS B. LOOMIS, em um relatorio datado de 19 de Novembro de 1897, dirigido á Secretaria de Estado, diz o seguinte: "A industria pecuaria em Venezuela pode chegar a adquirir em qualquer tempo tal importancia que se converta em ameaçã para a exportação de gado dos Estados Unidos. * * * A industria pecuaria está ainda em sua infancia em Venezuela e ha muitas razões para crer que é capaz de um enorme desenvolvimento. Os terrenos proprios para boa pastagem são de vasta extensão."

Ha no paiz 226 minas de quarenta-dous metaes differentes, sendo os principaes ouro, cobre, asphalto, petroleo, urao, marmore, sal, etc.

O principal artigo de exportação de Venezuela é o café, do qual se consome grande quantidade nos Estados Unidos, em cujos mercados é conhecido com os nomes de "Caracas" e "Maracaibo," a primeira destas denominações incluindo os cafés do centro do paiz que se exportam por La Guaira, Puerto Cabello, e Cumaná, e a de "Maracaibo," os da região do Zulia e dos Andes, Trujillo, Mérida, Tovar, Boconó, San Cristobal, etc. As exportacões de

café de Venezuela para os Estados Unidos, principalmente as de La Guaira e Puerto Cabello, que em 1888 alcançavam 242,890 saccos, diminuiram em 1895 a 3,718 saccos, por falta de um tratado de reciprocidade entre 1892 e 1894. Quando se revogaram os direitos de represalia em 1894, começaram a augmentar outra vez as importações de ditos cafés. As importações de café de Maracaibo que tambem diminuiram muito durante aquelle periodo, tem começado de novo a augmentar lentamente, de modo que quasi toda a colheita dessa procedencia vem agora a este mercado.

O cacáo de Venezuela tambem encontra prompta venda nos Estados Unidos, em cujos mercados se conhece, como o café, com os nomes de "Caracas" e "Maracaibo," comprehendendo a primeira classe os procedentes de Rio Caribe, Guiria, Carúpano, Rio Chico, Higuerote, e outras povoações da costa oriental; a segunda classe vem dos Estados de Julia e Los Andes. Tambem se exportam couros e pelles, borracha, favas de Tonka, madeiras de tinturaria e outros productos.

Pela natureza das exportações se comprehende que as importações de Venezuela abrangem toda classe de productos da industria manufactureira, os quaes vêm da Europa e dos Estados Unidos. As principaes importações dos Estados Unidos são farinha de trigo, banha, manteiga, kerosene, viveres de todas as classes, oleos e tintas, arame farpado, cordoalha, armas de fogo, cimento romano, drogas e perfumarias, ferragens, papel e artigos de imprensa, machinas de coser, madeira de construcção, tabaco picado para cigarros, machinas, obras de vidro e artigos para lampadas e algumas telas e tecidos. A importação principal desta classe de generos é da Inglaterra e da França, não obstante ser um facto reconhecido que os ditos productos da industria manufactureira dos Estados Unidos podem fazer concurrencia com os Europeos em qualidade, ainda que não sempre na barateza do preço.

As exportações feitas pelo porto de New York para portos de Venezuela, durante o anno findo em 31 de Dezembro de 1897, segundo dados subministrados á Secretaria das Republicas Americanas, pelo Sr. Don ANTONIO E. DELFINO, Consul Geral de Venezuela naquelle porto, montaram a $3,183,016.86, ouro americano, e deduzindo desta somma $91,351.76, por ouro cunhado, nos deixa um total liquido de $3,091,665.19, valor das mercadorias

exportadas. Durante o exercicio de 1896, segundo dados estatisticos do Thesouro dos Estados Unidos, o commercio de Venzuela com este paiz alcançou os seguintes algarismos: importações de Venezuela, $9,649,911; exportações para Venezuela $3,838,746. Em 1893. Venezuela importou as seguintes quantidades: dos Estados Unidos, $4,207,661; da França, $2,335,300; da Grã Bretanha, $4,553,287 e da Allemanha mais ou menos $2,000,000.

O territorio das Guyanas é occupado pelas possessões inglezas, hollandezas, e francezas no continente meridional. Suas principaes cidades são Georgetown ou Demerara, capital da Guyana ingleza, com um bom porto; Paramarybo, capital da Guyana hollandeza, no rio Surinan, e Cayenna, capital da franceza, sobre o Atlantico.

Os recursos naturaes destas colonias são identicos; todas produzem canna de assucar, que é a mais importante de suas industrias, café, cacáo, arroz, bananas, etc.; madeiras de construcção e marcenaria e mineraes de ouro. O commercio estrangeiro da Guyana ingleza, segundo relatorios officiaes, é como segue: quasi a metade das importações da colonia vem da Grã Bretanha, a quinta parte dos Estados Unidos, e o resto está repartido entre outras nações. Assucar, rhum, *melados*, ouro e madeiras são as principaes exportações da colonia. A maior parte do assucar é exportada para os Estados Unidos. No anno de 1895–96, a quantidade de assucar que se exportou para os Estados Unidos foi no valor de $3,150,129, contra $1,685,302 para a Grã Bretanha. Os principaes productos que se exportam dos Estados Unidos são cereaes e provisões de todas as classes, e da Inglaterra importa machinas, pannos, etc.

A este respeito díz o Consul americano, o Sr. PATTERSON, em um relatorio publicado no Volume I das "Commercial Relations of the United States" 1895–96, o que segue:

"Por ser esta colonia essencialmente ingleza e por serem os habitantes acostumados a usar productos inglezes, taes como fazendas, artigos de fantasia e calçado, a maior parte não sabe nada dos artigos americanos. Muitos inglezes preferem certas mercadorias americanas, mas não podem obtel-as. Uma das razões por que as fazendas e o calçado, quasi em sua totalidade são importados da Inglaterra é por que as casas importadoras têm seus agentes em Londres onde seus creditos estão estabelecidos, e a menos que

am obrigados a não fazel-o, continuarão importando da Ingla-
ra. Tenho fallado com varias pessoas acerca disto, e asseguram
e a Inglaterra vende mais barato que os Estados Unidos."

A Guyana ingleza está em communicação regular com a Europa,
com os Estados Unidos por meio dos vapores da Royal Dutch
ail, cada tres semanas; a linha Armstrong, que envia a New
ork um ou dous vapores por mez e a linha Quebec de dous
pores mensaes. O frete aos Estados Unidos é modico e faz-se
viagem em cerca de 10 dias.

Na Guyana hollandeza, cujo commercio tem soffrido nos ulti-
os annos pela baixa do cacáo, do assucar e a diminiução da
oducção de ouro, tem-se estabelecido ultimamente uma nova
lustria, a extracção da resina da *balata*, que se emprega como
bstituto da borracha. Este producto quasi em sua totalidade
enviado para os Estados Unidos. As principaes exportações
colonia são *balata*, cacáo, café, ouro, couros, cocos, assucar e
adeiras; suas importações são cereaes e provisões de todas as
sses, ferragens, fazendas, kerosene e madeira de pinho. Dos
stados Unidos importa viveres e provisões, cereaes, kerosene,
adeira de pinho e ferragens. Tudo mais que se consome na
lonia vem da Inglaterra e da Hollanda. O valor total das
portações da colonia para os Estados Unidos, no anno fiscal
ndo em 30 de Junho de 1896, se calculou em $957,247, contra
361,657 que foi o que importou deste paiz, segundo as estatis-
cas officiaes do Thesouro dos Estados Unidos. Faz-se com-
unicação com este paiz pela Royal West India Mail.

A Guyana franceza tem ricas minas de ouro em exploração.
ultivam-se alli o café, a *balata*, o cacáo e a canna de assucar.
'ambem produz madeiras de construcção e de marcenaria e
lantas medicinaes. As unicas importações que faz dos Estados
Unidos são cereaes, viveres e provisões de todas as classes; tudo
ais vem da Europa. Não ha linhas de communicação directa
om os Estados Unidos. Referindo-se ao commercio deste paiz
om a Guyana franceza, diz o Consul americano, o Sr. WASCOGNE,
m um relatorio publicado, nas "Commercial Relations of the
Inited States" 1895–96, que, si não fossem os altos direitos
duaneiros da colonia, o commercio em madeiras e productos
mericanos que alli se importam, augmentaria.

Só nos resta mencionar a ilha hollandeza de Curaçao e a colonia

britannica de Trinidad, ambas as quaes occupam uma posição geographica excepcional e têm excellentes portos. Estão pouco distantes das costas de Venezuela, e servem de ponto de distribuição ás mercadorias que vão para a dita Republica e Colombia. Em Curaçao tocam quasi todos os navios que vão a ambos os paizes. Os unicos productos que exporta Curaçao são dividivi, pelles e couros, lã de qualidade inferior, phosphatos e sal. Suas importações comprehendem quasi todos os generos de consumo, sendo quasi todos os artigos alimenticios que se importam de procedencia americana, Com a excepção de muito poucos generos, quasi todas as importações em Curação sahem outra vez para as costas da Colombia e Venezuela, desde Panamá até o Orinoco. Em um relatorio do Consul americano, JARVIS SPENCER, datado de 9 de Fevereiro de 1897, apparecem as seguintes palavras:

"Desejo dizer que Curaçao tem mais facil accesso a todas partes da Colombia e de Venezuela que qualquer outro lugar, dentro ou fóra desses paizes, e é por conseguinte o lugar onde deve ser introduzida a cunha que deve abrir as relações de commercio em productos americanos nesta parte da America do Sul. O que approvarem os commerciantes de Curaçao, chegará com certeza aos paizes a que se fez referencia, pois estes commerciantes comprehendem perfeitamente as necessidades de seus freguezes."

A colonia britannica de Trinidad compõe-se da ilha deste nome e a de Tobago. Situada a poucas milhas do delta do Orinoco é Trinidad, a chave desta grande arteria fluvial de Venezuela. Aqui como a Curaçao chegam mercadorias de transito para Venezuela. Puerto España, cidade principal e porto da ilha, tem um ancoradouro que se considera como o melhor das Antilhas, onde tocam muitos vapores em sua viagem para a America Central e do Sul. A communicação entre New York e Puerto España se faz pelos vapores da Trinidad Line, e a Royal Dutch Line. Entre Ciudad Bolivar (Venezuela) e Puerto España ha linhas estabelecidas de vapores que fazem o trafico pelo Orinoco.

Os principaes productos da ilha são cacáo, de fama universal, café em pouca quantidade, assucar, asphalto, cocos e bananas. Seu commercio de exportação em 1896, segundo dados estatisticos officiaes inglezes, foi como segue: importações, £2,188,189; exportações, £2,165,820. A colonia importou da Grã Bretanha no valor de £978,565, e dos Estados Unidos no valor de

),440, contra £943,888 e £669,950, exportado para ambos
ıizes respectivamente. O resto do commercio, tanto de
rtação como de exportação faz-se com a França, Venezuela e
tras Antilhas.

ımando em consideração a riqueza natural destes paizes e a
le meios para desenvolvel-as, a carencia de industrias e de
le communicação com o interior, a necessidade de braços e
pital por um lado e por outro o espirito de empreza americano,
uezas que possuem os Estados Unidos, e suas immensas indus-
ıue podem fornecer a America hespanhola tudo que necessite,
e natural que, em vista de sua posição geographica, fossem os
los Unidos os donos do commercio estrangeiro da America
. Emquanto que os Estados Unidos occupavam-se exclu-
ıente em seu proprio desenvolvimento, a Inglaterra, Alle-
a e França dedicavam-se com assiduidade a buscar mercados
ɔ excesso de seus productos industriaes. Na America hes-
ɔla acharam o que desejavam e se dedicaram a estudar os
s e as necessidades daquelles povos e os meios de estabelecer
m commercio, tanto mais lucrativo quanto não tinham rivaes.
egou o momento em que os Estados Unidos quizeram
:m participar destes beneficios e começaram a tarefa, não
:gando, entretanto, os methodos seguidos por seus competi-
, mas os que davam bons resultados em seu proprio paiz.
e então têm-se feito esforços mais ou menos continuos em
:ução do objecto que se propunham e têm-se visto quaes são
ɜultados. Mas as correntes do commercio não podem ser
ıdas á vontade; para conseguil-o se necessita um trabalho
oso e consciencioso. É preciso, antes que tudo, dar a
:cer de uma maneira pratica e digna de confiança a excellencia
roducto, suas vantagens, seu consumo; é necessario, logo,
:lecer meios de communicação entre o productor e o con-
lor; estudar os gostos, as necessidades, os costumes, os meios
ıe dispõe o consumidor, para satisfazer as exigencias do caso.
da falla mais alto em favor dos productos americanos que as
:ações europeas que, com o nome de productos dos Estados
os, se vendem na America hespanhola. Este é um facto que
ɲoram os fabricantes americanos e do qual, comtudo, pare-
ıão estudar tudo que poderiam. Tambem não parecem ter
ıdo um systema de credito que possa fazer concurrencia com

os que concede a Europa; systema que é a base de sua prosperidade commercial em America hespanhola, porque deve-se lembrar que se fazem os pagamentos quando se recolhem as colheitas, unica fonte de riqueza destes paizes e que são muito poucos os commerciantes que compram a curto prazo para vender logo com largos creditos. O productor e o vendedor devem ajustar-se sempre ás necessidades do consumidor. Emquanto não se fizer isto, não será possivel que o commercio floresça.

Estudem-se nos mercados mesmos os usos commerciaes, as necessidades peculiares, os costumes do comprador, como o fazem as casas europeas. Estabeleçam-se linhas de vapores americanas que vão dos Estados Unidos a America hespanhola; construam-se estradas de ferro americanas alli onde quasi todas as que existem são francezas, inglezas ou allemãs; estabeleçam-se casas americanas, em concurrencia com as allemãs, francezas e inglezas, e o producto americano, quasi sem outro esforço além da introducção ao mercado chegará a occupar o lugar a que têm direito em virtude de suas qualidades, porque já está provado que, com algumas excepções, devidas á novidade de suas industrias, os productos dos Estados Unidos podem fazer concurrencia e fazem concurrencia com os da Europa.

O passo em favor do commercio americano que acaba de dar a Associação Nacional de Manufactureiros dos Estados Unidos da America com o estabelecimento em Caracas, capital de Venezuela, de uma Exposição permanente, é digno do maior encomio porque é a primeira pedra do edificio que ao commercio dos "americanos com os americanos," levantará todo um continente. Emprezas semelhantes estabelecidas nos outros paizes, acompanhadas do estudo das exigencias especiaes de cada uma dellas, têm de ser a base da prosperidade commercial dos Estados Unidos, que, como se disse e é bem sabido, produzem e podem produzir tudo quanto se consome no continente.

Francisco J. Yanez

A EXPOSIÇÃO TRANSMISSISSIPPIANA E INTERNACIONAL.

O dia primeiro do mez de Junho foi fixado para a inauguração da grande exposição industrial, agricola e artistica que vai ser celebrada na cidade de Omaha, Estado de Nebraska, e cuja duração será de cinco mezes. Tudo parece indicar que a Exposição Transmississippiana vai ser uma das mais notaveis que se tem visto nos Estados Unidos e que será fructifera em beneficos resultados. Apenas poderia ser de outra maneira, visto que vão ser expostos alli, em primeiro lugar, as riquezas e productos dessa maravilhosa secção que se chama o Oeste, cujo progresso e desenvolvimento nos ultimos annos são o assombro de estrangeiros e nacionaes. Na realidade, não registrão os annaes do mundo nada comparavel ao crescimento destes estados da União americana, que formam a vasta região além do Mississippi e abrangem uma area de mais de 2,500,000 milhas quadradas, com uma população de cerca de 20,000,000 habitantes. Este é o immenso celleiro publico da America, a região agricola e mineral por excellencia, onde se encontram grandes florestas que dão excellentes madeiras de construcção, e se estendem vastissimos campos, nos quaes pastam innumeraveis manadas de gado, que constituem por si mesmo uma das mais inesgotaveis fontes da riqueza publica. Mas, sobretudo, o Oeste é a terra prodigiosa onde se têm levantado, durante a existencia de uma geração, bellas e populosas cidades que figuram em primeira linha entre os centros industriaes, artisticos e commerciaes do paiz, e que são verdadeiros representantes da cultura nacional.

Os illimitados recursos do grande Oeste vão ser expostos talvez pela primeira vez, e é isto que vai dar á Exposição Transmississippiana um caracter especial, que a faz digna de cuidadosa observação por todos quantos se interessam no progresso da America.

Como era de esperar o Governo dos Estados Unidos tem tomado activa participação nesta notavel empreza, e o Congresso votou um credito de $200,000 para fazer frente aos gastos que necessariamente exigirá a exposição official, incluindo o edificio, os transportes de objectos e outras cousas semelhantes.

Todos os estados do oeste e muitos do sul e de léste concorrerão á Exposição de Omaha; mas terá esta tambem um caracter internacional, pois varios paizes estrangeiros têm acceito o convite que, por intermedio da Secretaria de Estado, os fez o Governo americano, para tomar parte no grande concurso transmississippiano. A Exposição de Omaha tem interesse especial para as nações da America latina, porque desejosas, como estão, de augmentar suas relações commerciaes com os Estados Unidos, não podem deixar de ver naquelle acontecimento uma occasião muito propicia para dar a conhecer seus productos, ainda mais do que já se conhecem, nos mercados deste paiz, e para vir a observar de cerca o progresso industrial desta grande nação. Como é bem sabido, o commercio da maior parte das republicas da America latina tem sido por muitos annos principalmente com a Europa, ainda que tem de reconhecer o facto de que nos ultimos annos negociam consideravelmente com os Estados Unidos, notando-se uma tendencia favoravel ao crescimento desse commercio.

Mas seja isto como fôr, ainda fica muito para fazer, e o dia chegará em que tanto os americanos do norte como os do sul, recordarão com sorpresa a epocha em que suas mutuas transacções commerciaes limitavam-se á certa classe de artigos sómente, e em que os habitantes de algumas das seccões mais vastas deste continente atravessaram o Atlantico e iam aos mercados da Inglaterra, França, Allemanha e Italia em busca de manufacturas, que as fabricas americanas produzem á perfeição. Então parecerá inacreditavel que, em fins do seculo XIX, os commerciantes de alguns pontos da America Central, por exemplo, levavam de Hamburgo, na Allemaha, dobrando o cabo Horn ou passando pelo estreito de Magalhães, e atravessando não menos de onze mil milhas, artigos de diversas classes que podiam facilmente obter nos Estados Unidos, viajando uma quinta parte daquella enorme distancia.

Nesse futuro não muito longe, serão considerados como verdadeiras curiosidades, numerosos artigos europeos que hoje se encontram por todas as partes da America latina, taes como pianos, calçado, obras de vidro e mobilia francezas; chapéos, fazendas, preparações chimicas e pharmaceuticas, lampadas e brinquedos allemães; generos de linho, de algodão e de lã, cutelaria, objectos de couro, papel e ferragens da Inglaterra. Apenas parece possivel que hoje mesmo se levam á Republica do Uruguay machinas de

ser da Allemanha, sendo este artigo, como é, essencialmente ıericano. Dos Estados Unidos se exportam trilhos para a uropa, um facto que de seguro é ignorado em muitas partes da merica latina porque muitos daquelles paizes importam da glaterra todo ou quasi todo o material de estradas de ferro que cessitam, incluindo os trilhos. Não obstante ser um facto :onhecido que nos Estados Unidos se fabricam as melhores ıchinas do mundo, alguns paizes da America ainda compram Europa as machinas que necessitam, sem exceptuar os engenhos assucar.

Antes o temos dito no BOLETIM MENSAL e agora o repetimos, e a industria dos Estados Unidos é, até certo ponto, desconhe- la na America latina, e, por conseguinte, o commercio entre as ções do norte e do sul de nosso continente não tem alcançado ıda todo o desenvolvimento que terá mais tarde. As exposições ernacionaes contribuem poderosamente a este resultado, e por) consideramos como muito beneficiosa a Exposição que se vai ir na cidade de Omaha.

A Secretaria das Republicas Americanas comprehende toda a ortancia que aquelle concurso tem para os paizes que formam a ião Internacional, e interessa-se profundamente em que tenha xito mais completo. Sendo o centro official de informação ıtiva ao commercio, a producção, a industria, o progresso mate- e emfim, relativa a tudo que affecta o melhoramento das repub- s do Hemispherio Occidental, a Secretaria deseja que a posição Transmississippiana seja bem conhecida e apreciada em o o continente. Os trabalhos da Secretaria abrangem um nde numero de ramos, e não se omittem esforços para fazel-os sfactorios a todos os Governos representados nesta União Inter- ional. Por meio do BOLETIM MENSAL, fornecem-se aos indus- es e commerciantes dos Estados Unidos valiosas imformações rca das opportunidades que offerecem ao commercio os paizes ridionaes, ao mesmo tempo que se levam a estes ultimos as icias mais recentes sobre os mercados norte-americanos.

Como uma das provas mais eloquentes dos constantes e labo- os esforços da Secretaria das Republicas Americanas para ıentar o commercio entre todas as nações deste continente, le-se mencionar o DIRECTORIO COMMERCIAL, cujo segundo vo- ıe em breve sahirá a luz. Nessa obra, que bem merece que se

chame a unica de sua classe, se encontra compilado maior numero de dados importantes, por não dizer necessarios, para o commercio americano, que em todas as outras publicações dessa especie que circulam pelo mundo. Como livro de consulta, o DIRECTORIO não tem rival, e não ha exageração em assegurar que, avaliando-se delle, os homens de negocios da America do Norte e do Sul podem chegar a conhecer melhor os recursos de seus respectivos paizes, que lendo numerosos volumes sobre este mesmo assumpto.

Temos dito quão imperfeitamente se conhecem na America latina os productos da industria norte-americana. Vamos agora dizer algumas palavras acerca da carencia de imformações que se nota nos Estados Unidos relativamente aos paizes latino-americanos e seus recursos. Até ha poucos annos, os commerciantes deste paiz fizeram pouco caso do commercio com as nações deste continente, exceptuando o Mexico e talvez uma ou duas mais; e é devido a este facto que a Europa estabeleceu um verdadeiro monopolio commercial na America Central e do Sul. Têm-se citado muitas causas para explicar esta especie de indifferença mercantil por parte dos Estados Unidos, com relação aos outros paizes do Novo Mundo, e uma dellas tem sido, sem duvida alguma, o grande commercio entre os estados da União ao qual apenas bastavam todas as fabricas deste paiz. No correr do tempo, comtudo, e quando a producção industrial excedeu ao consumo, tornou-se indispensavel buscar consumidores estrangeiros, e como era natural, pensou-se na America latina e se procedeu a fazer um exame daquelles mercados. Então se comprehendeu pela primeira vez que este paiz tinha abandonado á especulação europea um vastissimo campo de acção, onde o genio e a actividade do povo americano podíam ter ido recolhendo por muito tempo vantagens inestimaveis. E na verdade, quando se pensa nas riquezas que encerra essa immensa região que estende-se desde o Mexico até o Chile, não pode deixar de sorprender que não tenha desde o principio chamado a attenção da Grande Republica como theatro digno do espirito de empreza de uma raça essencialmente emprehendedora.

Um olhar para o mappa da America basta para poder apreciar o que significam hoje as nações americanas de origem latina, e o que necessariamente significarão amanhã. Já a immigração europea está operando na Republica Argentina uma transformação

› prodigiosa como a que operou nos Estados Unidos, e a rica, pulosa e esplendida cidade de Buenos Aires merece ser designada n o nome de New York da America do Sul. Quando toda a nerica do Sul estiver povoada em proporção a sua area terri- ial, haverá naquelle formoso continente mais habitantes que os e a Europa tem na actualidade. A America Central caminha rande passo a occupar um posto proeminente, sob o ponto de ta commercial, ao lado das outras grandes secções deste hemis- erio, e a immigracão estrangeira que já vai procurando suas ias, fará daquella magnifica região uma das porções mais ricas globo. Parece quasi desnecessario fallar do Mexico, cujo pro- sso durante os ultimos annos é com justiça motivo de orgulho a seus filhos e de admiração para o mundo inteiro.

As exposições internacionaes estão reconhecidas como poderosos tores no progresso das artes, a industria e o commercio, e por as grandes nações celebram de tempo em tempo concursos sta natureza. A França está fazendo activas preparações para grande exposição de 1900, que será a terceira que já se tem ebrado dentro de trinta e tres annos. Nos Estados Unidos uve no decurso de menos de duas decadas a Exposição do ntenario em Philadelphia, que verificou-se em 1876, e a Uni- sal de Chicago, em 1893. Além destas, havia outras que, da que menores em suas proporções, não o tem sido provavel- nte, em seus resultados, como a de Atlanta em 1881, a de w Orleans em 1884, a de San Francisco da California em 94, a segunda de Atlanta em 1895 e a de Nashville em 1897.

Grã Bretanha reconheceu, desde ha muito tempo, a necessi- de de celebrar exposições industriaes, e já em 1828 celebrou-se a em Londres que não produziu todos os resultados que della promettiam. Mais tarde, em 1845, a exposição de manufac- as que tambem teve lugar na capital do Reino, teve o exito is completo. Quatro annos depois veiu a exposição de Bir- ngham, a mais perfeita que até então tinha sido celebrada quelle paiz; mas não foi até o anno de 1851, que a Inglaterra ereceu ao mundo uma das mais notaveis exposições deste seculo, da qual ficam ainda muito gratas recordações. As outras ções europeas têm celebrado em differentes epochas exposições nelhantes, as quaes tiveram lugar na Allemanha, Austria, Bel- a, Hespanha, Suissa, Russia, Italia, Suecia, Turquia, Hollanda,

Grecia, Dinamarca e Portugal. Entre os paizes da America latina que têm seguido esse exemplo, mencionaremos o Brazil, Chili, Venezuela, Colombia, Peru e Guatemala,

Comprehende-se que, á medida que o mundo progressa, sejam mais frequentes esses concursos internacionaes, porque nada pode dar como elles uma idea tão exacta do progresso e dos recursos de um paiz, pois que são verdadeiras lições objectivas, de que as nações aprendem, melhor que por outro meio qualquer, a apreciar-se umas ás outras. Tomando como exemplo os Estados Unidos, é evidente que as numerosas industrias que aqui existem necessitam de exposições de caracter internacional para fazerem-se conhecer devidamente, pois dá melhor idea dos productos de uma fabrica uma amostra exposta aos olhos do publico, que todas as descripções e annuncios imaginaveis. É por isto que cremos que é da maior importancia convidar as nações estrangeiras a concorrerem nessas exposições industriaes e artisticas. No presente caso, sobretudo, em que se trata de uma exposição americana, é da maior importancia que se achem representadas nella todas ou a a maior parte das nações do Hemispherio Occidental.

Pondo de um lado a questão puramente commercial, é um facto que da estreita communicação que se estabelece durante um concurso internacional, entre os habitantes de differentes paizes, resultam sentimentos mais amistosos entre elles, e, por conseguinte, melhor intelligencia entre os povos e governos. D'ahí resulta que essas exposições devem ser consideradas altamente proveitosas sob o ponto de vista dos interesses politicos. Na America, sobretudo, contribuem para dissipar certos erros que ainda existem relativamente ás tendencias politicas desta ou daquella republica, e nunca se poderá encarecer demasiado a conveniencia de que as duas grandes raças que povoam este hemíspherio conheçam-se intimamente, afim de que cessem para sempre rivalidades nascidas de antigas preoccupações.

A cidade onde vai ser celebrada a Exposição Transmississippiana é uma dessas maravilhosas creações da energia e actividade do Oeste. Fundada ha apenas 44 annos, Omaha tem hoje mais de 140,000 habitantes, e é um centro commercial e de estradas de ferro de muita importancia, pois que convergem nelle não menos de quatorze vias ferreas, o qual põe a cidade em communicação

com as costas do Atlantico e do Pacifico, assim como com o golfo do Mexico. Assim pode-se ver quão accessivel será a Exposição Transmississippiana a todos os que desejem visital-a, e é de esperar que os povos latino-americanos queiram aproveitar da occasião que se lhes apresenta de virem a ver com seus proprios olhos o estado de progresso e cultura que tem alcançado o Grande Oeste dos Estados Unidos, immensa região na que vagavam ha apenas meio seculo hordas de selvagens e manadas de bufalos; mas onde o espirito de uma civilização sem precedente tem levantado como por encanto esplendidas cidades que rivalisam em riqueza, refinamento e bom gosto com as capitaes mais cultivadas da Europa e America.

Quando no estrangeiro se falla dos Estados Unidos, muitas vezes faz-se pouco caso do Oeste e ainda estadistas e escriptores de nota imaginam que a virilidade e energia da nação são limitadas quasi exclusivamente nos Estados de léste, profundo erro que tem contribuido para que não se estime como merece toda a magnitude da União americana, Não faltam os que imaginam que quando se têm mencionado Boston, New York, Philadelphia, Baltimore, Washington e New Orleans já não ha que dizer a respeito de cidades americanas. E isto ainda depois da Exposição Universal de Chicago, que foi para muitos povos da terra uma verdadeira revelação!

A America latina tem noções mais exactas do que é o Grande Oeste dos Estados Unidos desde que se reuniu a Conferencia Internacional Americana e que os delegados a esta assemblea fizeram sua famosa viagem a differentes pontos da Republica, incluindo no seu itinerario varios estados do Oeste. Propicia occasião offereceu-se então aos representantes das nações do Sul para estudar o rapido progresso da secção occidental deste paiz, e é sabido que expressaram a maior admiração do desenvolvimento industrial que, sem duvida alguma, muitos delles não esperavam encontrar. Desde aquella epocha cerca de nove annos têm decorrido, espaço que em outras partes não significa muito; mas que, tomando em consideração a vertiginosa rapidez com que o Oeste progressa, pode effectuar verdadeiras transformações nessa terra dos portentos; e si alguns dos que a visitaram em 1889 vierem outra vez com motivo da Exposição de Omaha, apenas

crerão que em menos de uma decada têm-se verificado as mudanças que de certo encontrarão alli.

Uma exposição internacional americana que tivesse lugar em uma das grandes capitaes da America latina, na cidade do Mexico, por exemplo, seria de transcendentaes consequencias para os interesses commerciaes de nosso continente, e contribuiria de uma maneira poderosa para a realisação dos fins que a Conferencia Internacional Americana teve em vista quando recommendou o estabelecimento desta secretaria. Os homens de elevado espirito que se interessam no progresso intellectual e material de nossos povos, deveriam cooperar para a realisação deste pensamento, afim de que no principio do seculo XX vejam a união fraternal das duas grandes raças de nossa America em um grande concurso artistico, industrial e agricola.

A. Guzmán

BRAZIL.

ELEIÇÃO DE PRESIDENTE E VICE-PRESIDENTE.

Nas eleições geraes que tiveram lugar no Brazil o 1° de Março, foram eleitos Presidente e Vice-presidente, respectivamante, da Republica pelos quatro annos subsequentes, os Senhores Campos Salles e Rosa Silva. O voto foi unanime. O Sr. Salles é agora Presidente do Estado de São Paulo, e se tem distinguido nos negocios publicos do Brazil por muitos annos. As ceremonias de inauguracão destes funccionarios terão lugar no mez de Novembro proximo.

OPPORTUNIDADES PARA OS NEGOCIOS.

O Sr. Charles P. King, americano residente no Rio de Janeiro, e commerciante em commissão, escreve o seguinte no "Farm Machinery," sobre a perspectiva commercial do Brazil. O Sr.

KING não recommenda o estabelecimento no Brazil sem capital sufficiente, mas referindo-se aos que contam com capital, diz:

Ha aqui opportunidades esplendidas para estabelecer quasi toda a classe de industrias manufactureiras. O povo do paiz apenas produz nada do que consume. A roupa, os pannos, o calçado, as ferragens, os instrumentos agricolas, e em geral todos os artigos de uso mais commum são importados do estrangeiro. Os direitos de importação são muito altos e esta circumstancia permittiria aos fabricantes do Brazil vender seus productos com grande proveito.

Os Estados Unidos só têm uma pequena parte do commercio desta Republica, e não ha nenhuma linha americana de navios mercantes que faça viagens aos portos do Brazil. Si nossos fabricantes e commerciantes adoptassem um systema melhor, um numero consideravel de transacções commerciaes teria lugar entre os dous paizes. Em primeiro lugar, é necessario fazer como fazem os inglezes, os allemães e os francezes; estes paizes têm suas agencias regularmente estabelecidas e põem estas agencias a cargo de pessoas que fallam o idioma do paiz. Um commerciante americano envia um agente ao Brazil que não conhece os costumes do paiz, nem sabe fallar uma palavra de portuguez; e este agente volta aos Estados Unidos e informa que não ha negocios naquelle paiz e que não podia vender seus generos, sendo assim que o dito agente não teve outro meio que o de signaes e gestos para expressar suas ideas. Os europeos, de mais, concedem longos creditos aos commerciantes locaes. Este systema tem governado por muitos annos, e os sul-americanos não gostam do systema dos *Americanos* de exigir os pagamentos em prazos de trinta dias. Elles preferem não commerciar com um paiz que mostra-se tão exigente nos pagamentos. Os inglezes e allemães que concedem creditos a grandes prazos, obtêm consideravel proveito do tempo de espera, e o risco que correm é muito pequeno. Não ha razão alguma que impeça aos americanos adoptar este mesmo systema; e terão de fazel-o assim si quizerem assegurar o commercio com este paiz.

COLOMBIA.

CONTRACTO DE ESTRADA DE FERRO.

A Secretaria de Estado recebeu do Ministro HART, datada em Bogotá no dia 8 de Março, uma copia de um contracto celebrado com o Sr. JUAN BAUTISTA MANNERO E TRUCCO, para a construcção de uma estrada de ferro do porto de Girardot á savana de Bogotá.

O concessionario obriga-se a construir a estrada de ferro de Girardot e entregal-a já terminada no fim do prazo de cinco annos. Tambem está obrigado a trocar a bitola actual por uma de 1 metro (39.37 pollegadas) e terminar todos os trabalhos e terreplenos necessarios; trocar os trilhos da linha por outros que pesem 20

kilogrammas, por metro linear; as locomotivas por outras que não pesem menos de 30 toneladas cada uma e o resto do material rodante por outro apropriado para uma estrada de ferro de um metro de bitola. Todo isto está comprehendido no trabalho que terá de ser concluido em cinco annos. Os primeiros dez kilometros de Juntas de Apulo a Bogotá devem estar concluidos dentro do prazo de um anno a contar da data do contracto. A falta de cumprimento fará perder o contracto, a menos que se prove á satisfação do Governo, que depende de causas inevitaveis.

Todo o material rodante da linha que se está construindo deve estar reparado ou renovado em parte, dentro de oito mezes a contar da approvação do contracto, de modo que naquella data deve haver em perfeita condição tres locomotivas reparadas, uma nova de 25 toneladas, dous carros para passageiros de primeira classe, tres para os de segunda, vinte carros de carga e dous para carregar gado. Os armazens do porto de Girardot devem ser ampliados para fazer frente ás necessidades do trafico.

O concessionario deve dar uma fiança pessoal de $50,000 em ouro, acceitavel pelo Ministro da Fazenda, a qual passará ao Thesouro de Colombia, caso o concessionario deixe de cumprir todas as obrigações do contracto.

GUATEMALA.

OPPORTUNIDADES PARA O DESENVOLVIMENTO COMMERCIAL.

De uma correspondencia muito interessante sobre o clima, o solo, os productos, etc., de Guatemala, publicada no periodico "Farm Implement News," em seu numero de 24 de Março, extrahimos os seguintes periodos relativos ás possibilidades de augmentar o commercio dos Estados Unidos com este paiz:

A situação aqui está melhorando. A nova administração, organisada immediatamente depois do assassinio de BARRIOS, tem procedido com muita habilidade e moderação, e tendo o apoio do Congresso, que está actualmente em sessão, a confiança parece estar inteiramente restabelecida e a tranquilidade reina em toda parte da Republica. A diminuição consideravel do cambio, durante as duas ultimas semanas, é a melhor prova de que a crise está passada e não se esperam perturbações da ordem publica. Ultimamente as transacções augmentaram, como resultado da boa colheita de café, producto principal do paiz, que foi muito

maior do que se esperava, e do augmento no seu preço. O effeito é semelhante ao que acontece nos Estados Unidos quando ha uma grande colheita de trigo e um consequente augmento de preços. Tendo uma melhora na situação economica e uma administração muito satisfactoria, não ha razão de esperar perturbação politica alguma e a Republica deve fazer melhor progresso do que no passado, no desenvolvimento de seus grandes recursos naturaes.

O solo de Guatemala é em geral rico e muito productivo, dando differentes productos segundo á altura e temperatura. Fructas tropicaes, arroz, algodão, cacáo, borracha, baunilha, etc., dão-se na zona quente; café, assucar, milho, tabaco, feijão, uvas, etc., na zona temperada, e trigo, avéa, cevada, etc., na zona fria. Cultivam-se as fructas semi-tropicaes em toda parte da Republica. Como os valles nas zonas superiores estão a uma altura pouco elevada e são fertis e quentes, quasi todas as classes de productos podem ser encontradas na mesma localidade. Não se podem produzir em paiz algum laranjas e limões superiores aos que se produzem aqui.

Não obstante poderem todos os productos mencionados ser cultivados em abundancia e com proveito, o café é o principal producto do paiz, porque dá o maior lucro com o minimo trabalho. A criação de gado, tambem, é outra industria importante no paiz. De facto, a falta de trabalhadores tem retardado muito o desenvolvimento da agricultura, porque os indios ou naturaes não estão dispostos a trabalhar e, conseguintemente, a immigração de trabalhadores estrangeiros é muito procurada e desejada. As minas de ouro e de prata e as florestas de madeiras preciosas são outras fontes de riqueza que permanecem geralmente inexploradas por falta de trabalhadores. O povo, como no Mexico e outros paizes latino-americanos, abrange brancos, indios e mixtos, incluindo nos brancos os que pretendem ser comprehendendo quasi um terço da população.

O café é o principal producto de exportação, ainda que se exporte uma quantidade consideravel de couros, pelles, assucar, madeira e fructas. O café de melhor qualidade é enviado para a Europa. Os productos principaes que se importam são pannos de algodao e de lá, ferro e manufacturas de ferro, machinas, mobilia, farinha, carnes conservadas, drogas, remedios, vinhos, e licores. A maior parte destes, com a excepção do trigo, é importada da Europa, devido ao facto de que o commercio está principalmente nas mãos dos europeos residentes aqui, os quaes são geralmente allemães, e de que não ha sufficientes vias de transporte entre Guatemala e os Estados Unidos.

A conclusão da Estrada de Ferro do Norte entre a cidade de Guatemala e Puerto Barrios no Atlantico, porá o paiz em communicação directa com os Estados Unidos e as linhas de transporte do Atlantico faráo entrar mercadorias deste lado. Cento trinta e cinco milhas desta estrada já foram construidas e postas em operação, e restam ainda sessenta milhas para ser construidas, e como o movimento e o progresso do paiz estão pendentes de sua conclusão, a suspensão de trabalhos em consequencia do assassinio do Presidente Barrios não pode ser mantida por muito tempo. Quando fôr acabada esta linha os productos dos Estados Unidos entrarão aqui dos portos do Atlantico por via do Golfo, e os viajantes americanos virão gozar deste delicioso clima e magnifico scenario.

Ainda que este paiz seja muito rico em recursos agricolas e possibilidades, a

procura de instrumentos de agricultura nunca será grande neste paiz. A superficie é demasiado quebrada e desigual para o uso em grande escala de machinas de semear e de colheita; mas deve haver uma procura consideravel de arados e pequenos instrumentos de cultivo, de moinhos de vento, engenhos de assucar, arame farpado, pregos, ferragens, etc., todos os quaes devem proceder dos Estados Unidos. Actualmente se encontram estes nos mercados aqui, mas são em sua maior parte de feitio europeo. Tenho visto em uso um numero consideravel de moinhos de vento, os quaes são quasi em sua totalidade americanos, alguns tendo procedido de Chicago, por via de San Francisco. Quando a Estrada de Ferro do Norte fôr acabada, estas mercadorias serão enviadas por via de New Orleans, depois atravessarão o Golfo e seguirão um caminho directo até Puerto Barrios.

EMPREZAS DE ESTRADAS DE FERRO E VAPORES.

O Consul Geral BEAUPRÉ communica de Guatemala á Secretaria de Estado em data de 2 de Abril de 1898, que a Assembléa Nacional de Guatemala autorisou formalmente ao Presidente CABRERA, no dia 23 do mez proximo passado, para arrendar ou vender a Estrada de Ferro do Norte de Guatemala, ou celebrar qualquer classe de contracto que tenha por objecto assegurar a conclusão d'aquella, logo que fôr possivel, nas condições mais vantajosas para a nação.

Como se tem dito repetidas vezes no BOLETIM MENSAL, a construcção desta linha é o commettimento mais importante que se tem emprehendido em Guatemala desde ha muito tempo. O projecto foi originado pelo ultimo Presidente BARRIOS, e foi a empreza favorita durante o tempo que elle esteve no poder. Já está concluida a parte da linha desde Puerto Barrios, no Golfo de Honduras, até San Augustine, uma distancia de 133 milhas; o resto da linha até a cidade de Guatemala (perto de 56 milhas) já foi estudado, a linha foi traçada, e a praticabilidade de sua contrucção plenamente demonstrada. Quando estiver acabada esta linha, serão accessiveis as secções mais ricas da Republica para o cultivo de café, e ficarão abertas ao trafico as ricas regiões mineiras e as florestas, e se espera que a linha offereça a esta parte do paiz as opportunidades para um grande desenvolvimento por tanto tempo desejado.

Puerto Barrios está cerca de 800 milhas de New Orleans, e logo que se abrir ao trafico esta linha, as mercadorias americanas poderão ser facilmente transportadas e os commerciantes americanos poderão

ir commoda e promptamente aos mercados de Guatemala, assim augmentando-se consideravelmente o commercio dos Estados Unidos.

O Consul Geral BEAUPRÉ, fallando da opportunidade para comprar ou arrendar a linha, diz:

> Os capitalistas estrangeiros comprehendem bem a importancia desta estrada de ferro sob o ponto de vista dos negocios, e creio que não ha a menor duvida de que sua conclusão será um facto dentro de tres annos. Os americanos que desejem empregar seu dinheiro em emprezas estrangeiras devem investigar esta estrada de ferro. Pode se obter uma valiosa concessão e a estrada de ferro pode ser comprada pela metade de seu custo original.

A Assemblea Nacional autorisou tamben ao Presidente para celebrar um contracto com a Companhia de vapores do Pacifico, associação ingleza, e a Companhia Sul Americana de Vapores do Chile, para o transporte de correspondencia entre Ocos, porto de Guatemala e o Chile. O preço terá de ser $15,000 por anno que terá de ser augmentado até $30,000, quando estes vapores estenderem seu serviço até San Francisco.

Já se notou em um numero anterior do BOLETIM MENSAL, que estas duas linhas de vapores, cujo ponto terminal pelo norte era Panama, têm estendido recentemente seu serviço aos portos da America Central com o fim de chegar até San Francisco.

Como supplemento do antedito, o Consul Geral BEAUPRÉ avisa á Secretaria de Estado, em data de 6 de Abril, que o Governo de Guatemala celebrou um contracto com os Srs. MAY e JEKYLL, cidadãos dos Estados Unidos, para funccionar a Estrada de Ferro do Norte, recebendo do Governo um premio de $40,000 por mez. Foi nomeado gerente geral, com residencia official em Puerto Barrios, o Sr. J. T. NORTON, um americano. O contracto começou a vigorar desde 1° de Abril.

HONDURAS.

CONCESSÃO PARA ABRIR Á NAVEGAÇÃO O RIO PATUCA.

O Sr. W. M. LITTLE, Consul dos Estados Unidos em Tegucigalpa, communica á esta Secretaria em data de 31 de Março, que na ultima sessão ordinaria do Congresso de Honduras, foi feita

belecer e funccionar uma linha de vapores desde a foz do rio
ponto 150 milhas acima della.

Em consideração do cumprimento das estipulações ja en
das, o concessionario receberá os direitos de molhe que tenh
pagar os artigos que entrarem no rio, já seja para a exporta
para a importação; têm tambem os concessionarios o direito
sivo de navegar o rio por meio de vapores, ou de outras
cações, por um periodo de dez annos, e se lhes outorgam prefe
nas concessões para a construcção de uma estrada de ferro d
ponto de partida da navegação a todos os pontos no distri
Olancho, assim como tambem certas facilidades para a color
daquella parte do paiz. Tambem receberá o concessi
100,000 hectares de terras nacionaes.

O Consul LITTLE diz que o rio Patuca é o mais importa
paiz, e que si o plano de navegação se levar a cabo, ficar
belecida a communicação, por vapor, com aquella parte d
que é considerada como a secção agricola mais rica de Ho

MEXICO.

NOTAS DA MENSAGEM DO PRESIDENTE DA REPUBLI

O Presidente DIAZ pronunciou sua mensagem na occas
abertura da sessão regular do Congresso Mexicano, no pr
de Abril. Felicita ao paiz pelas relações de amizade

Da industria mineira, o Presidente diz:

O estado da industria mineira é muito satisfactorio. Durante o periodo a que se refere este relatorio, tem-se expedido novecentos cincoenta e sete novos titulos que comprehendem oito mil duzentos e noventa e sete prazos de um hectar, montando a sete mil quatrocentos setenta e seis os titulos expedidos em conformidade com a nova lei, e que comprehendem uma superficie de cincoenta e oito mil quinhentos quarenta e tres hectares.

Continuam augmentando as exportações de mineraes, pois pelos dados publicados até agora se vê que o valor dos mineraes exportados durante os mezes de Junho a Novembro ultimo ascendeu, em algarismo redondo, a trinta e nove milhões de pesos, contra pouco mais de vinte e oito milhões em igual semestre de 1896. Nessa exportação figura a prata com um valor de trinta e quatro milhões de pesos; o ouro com mais de tres milhões, e o chumbo com um milhão duzentos mil pesos. O antimonio e o zinco tambem figuram entre os metaes que se exportam.

Pode-se ter uma idea do movimento na industria mineira, observando a actividade em alguns dos grandes estabelecimentos metallurgicos fundados sob concessões do Governo. A fundição central de Aguascalientes recebeu para beneficiar, durante o anno fiscal de 1896–97, cento e dous mil trezentas quarenta e nove toneladas metricas de mineraes; a de San Luis Potosi, no mesmo periodo, cincoenta sete mil seiscentas cincoenta e tres toneladas; e a grande fundição de Monterey cento oitenta e cinco mil setecentas e trinta. O estabelecimento de Velardeña, em Durango, beneficiou cincoenta e tres mil duzentas e quarenta toneladas. A Companhia do Boleo, na Baixa California, fundiu cento setenta e um mil toneladas de mineral de cobre, e a de Mazapil, quinze mil de mineral de cobre e prata.

O Presidente diz que a agricultura apresenta um aspecto muito favoravel. As boas colheitas que se obtiveram durante o anno passado darão muito animo a essa industria no futuro. O valor da producção agricola no anno de 1896 foi de duzentos vinte e um milhões de pesos sem incluir os gados, os productos de floresta e os fructos.

Foi apresentado á Secretaria do Fomento grande numero de solicitações, pedindo concessões para usar das aguas sujeitas á jurisdicção federal para os fins de irrigação e força motriz. Essas concessões foram liberalmente feitas, tendo para o seu objecto o desenvolvimento de um ramo de muita importancia para o bem estar do publico.

Durante o periodo de que trata este relatorio, foram entregues a particulares sob titulos legaes, quatro centos dez e nove mil hectares de terras publicas.

A proposito da colonisação o Presidente diz que se têm obtido

alguns bons resultados, ainda que em modesta escala. O Mexico necessita de immigrantes com pequeno capital, que venham com o objecto de desenvolver as opportunidades que o paiz offerece.

Já se tem feito muito e ainda ha muito para fazer nos trabalhos de melhoramento dos principaes portos do paiz. As obras do porto de Veracruz estão-se proseguindo com toda regularidade. Os vapores de cabotagem já ancoram nos molhes desse porto. Serão concluidos em breve os extensos quebra-mares e o porto de Veracruz tornar-se-ha um dos melhores e mais commodos do mundo. A construcção de canaes e quebra-mares em Tampico está tambem progredindo com muita satisfação. No porto de Coatzacoalcos está feito um canal de quatro metros de profundidade média. Isto tem permittido que passem a barra vapores que antes não podiam entrar no rio. Celebrou-se um contracto com PEARSON & FILHOS para fazer um bom porto, com um molhe em Salina Cruz, ponto terminal no Pacifico da Estrada de Ferro de Tehuantepec. Uma linha de vapores foi estabelecida entre Vera Cruz e Port Arthur, fazendo escalas em Tampico e Galveston.

Referindo-se a estradas de ferro, a mensagem diz:

Desde Setembro de 1897, foram construidos trezentos e cincoenta kilometros de vias ferreas. A extensão total de vias ferreas é de onze mil oitocentos sessenta e quatro kilometros, numero inferior ao consignado no ultimo relatorio, por ter concordado o Governo com varias emprezas na suppressão de vias que não estavam funccionando com proveito. As linhas de tramvias foram estendidas por duzentos trinta e quatro kilometros.

A venda de sellos de correio demonstra o facto de que as malas receberam grande augmento no ultimo semestre. A importancia de ordens postaes mostra um augmento de 40 por cento; o numero das repartições e agencias postaes foi augmentado. O systema telegraphico federal foi augmentado e melhorado. Desde Setembro têm-se construido quinhentos setenta e seis kilometros de linhas novas e as antigas têm sido aperfeiçoadas.

Referindo-se á Fazenda, o Presidente diz que não se tem verificado mudança alguma de importancia na situação economica do paiz, nem na condição do Thesouro Federal. Quanto a bancos, diz o Presidente que a lei geral de bancos tem continuado a produzir os fructos que o Executivo esperava della. A Republica

tem treze bancos de emissão em plena actividade e dous grandes bancos que funccionam na capital, com numerosos succursaes em toda a extensão do paiz.

FUNDIÇÃO DE AÇO EM CHIHUAHUA.

Diz a "Iron Trade Review" que a companhia denominada "Wellman Seaver Engineering Company" tem celebrado um contracto para installar em Chihuahua, Mexico, uma nova fornalha de frente aberta para a fabricação de aço pelo processo basico. Os Estados Unidos fornecerão a maior parte do capital e uma nova companhia tem-se encarregado de levar a cabo a empreza. Esta será a primeira fabrica de aço da Republica do Mexico. Será uma fabrica moderna em todos os sentidos, com os apparelhos reformados mais recentes.

A Companhia Industrial mexicana abriu uma fabrica para a laminação de metaes em Chihuahua, que começou a funccionar em 1892. O equipamento consta de dous fornos de gaz "Siemens," tres trens de cylindros (8, 12 e 20 pollegadas); um martello de 1,500 libras e sete machinas de cortar cravos. Sua producção annual é de 10,000 toneladas de ferro em barra, cavilhas, porcas, rodelas, ferraduras e 12,000 cunhetes de cravos. Os retalhos de metal, nos quaes abunda o Mexico, subministram a materia prima. A projectada fornalha de frente aberta será situada proxima á fabrica laminadora, e a maior parte do aço será fabricada com retalhos. Ha depositos de mineral de ferro duro no paiz, mas ainda não têm sido explorados.

FINANÇAS E INDUSTRIAS.*

Em data de 28 de Janeiro de 1898, o Honrado Sr. POWELL CLAYTON, ministro dos Estados Unidos no Mexico, enviou á Secretaria de Estado uma exposição das parcellas do orçamento para o exercicio de 1898–99, que propoz ao Congresso do Mexico, o Sr. LIMANTOUR, Secretario do Thesouro.

A receita total para o anno, baseada nos calculos costumados, é orçada em $51,659,500, ou $549,383 mais que a do anno fiscal, passado. Não obstante isto, com o objecto de fazer face a um pequeno *deficit* que se teme, resolveu-se impor direitos sobre as

* Neste relatorio os orçamentos são na moeda do Mexico. O valor do peso mexicano, segundo a avaliação feita pelo Director da casa de moeda dos Estados Unidos no dia 1 de Janeiro de 1898, é de quarenta e seis centavos na moeda dos Estados Unidos.

Tomando em consideração a abundancia das colheitas do ann passado, o Sr. LIMANTOUR espera grande augmento na compra c mercadorias estrangeiras durante o anno fiscal em consideração, um augmento correspondente nas rendas recebidas dos direitos d importação, assim como tambem do imposto interno de sellos com resultado do augmento do commercio interno.

A receita recebida dos direitos de exportação calcula-se e $1,393,000, e divide-se nas seguintes parcellas:

Artigos.	Receita (prata).
Madeiras nacionaes de construcção, páus de marceneiro, de tinturaria e de amoreira e transito de madeiras estrangeiras (média da receita para os dous ultimos annos)	$225,0
Raiz de zacaton, um producto que vai augmentando, somma igual á do anno passado	25,0
Chicle, que se acha em iguaes circumstancias	42,0
Urzella, cuja exportação está concluindo	1,0
Henequen, somma igual á do anno passado	350,0
Ixtle, producção igual á do anno passado	43,0
Couros e pelles de todas as classes, que vão augmentando; quantidade igual á do anno de 1896–97	77,0
Café, calculando uma exportação de 18,000,000 kilogrammas	630,0
Total da receita por exportação	1,393,0

Sob a classificação de "Impostos diversos sobre o Commerc Exterior," calculada sobre as receitas dos annos anteriores, calc la-se a seguinte receita:

Ramos.	Receita (prata).

receita produzida pela venda de sellos de renda é orçada em
5,000, ou uma somma igual á do presente anno fiscal. A
que o Thesouro Nacional receberá dos varios Estados é
a em $5,450,000, quantia que corresponde á do anno fiscal
95–96.

referir-se á mineração, diz o Sr. LIMANTOUR que a baixa da
não tem impedido o augmento da producção deste mineral
exico, emquanto que em outros paizes estão-se fechando os
lecimentos mineiros. Attribue isto ao conhecimento cada
ais profundo das riquezas mineiras do Mexico e ao emprego
nethodos modernos no tratamento dos minerios, e na explo-
de minerios de qualidade inferior; e assevera que a extracção
ata podia ser feita com proveito, ainda que seu preço baixasse

A producção de ouro tendo sido augmentado tambem,
-se que o imposto mineiro recebido desta fonte mostre um
o augmento tambem, comparado com o do anno fiscal pas-

A renda desta fonte é orçada em $2,730,000. O orça-
o do imposto sobre o tabaco é igual ao do anterior, $1,225,000.
posto sobre alcohol é calculado em $818,000.

receita total recebida dos direitos sobre sellos de todas as
s é orçada em $20,000,000. Calculam-se em $1,260,000 os
os de cunhagem, ensaio, e outros analogos, e por direitos de
s de fabrica e patentes de invenção, a quantia de $20,000.

receita federal, derivada de direitos directos no Districto Fe-
e nos Territorios é orçada em $2,511,000, que mostra um
no augmento sobre as rendas do anno passado.

lculam-se os rendimentos da estrada de ferro de Tehuantepec
180,000.

relatorio inclue tambem varios outros ramos que são fonte de
para a Governo. Sómente os principaes têm sido enumera-
qui.

DESPEZAS.

quadro seguinte mostra o orçamento das despezas dos diver-
mos do serviço publico. É de notar-se que as despezas do
mo anno fiscal são orçadas em $1,707,500 para mais que as
no corrente. Mas deve-se ter em conta, que uma grande
desta somma está destinada a cobrir os gastos occasionados
grandes melhoramentos contractados para os portos de Vera-
Tampico, Coatzacoalcos, Salina Cruz e outras emprezas

publicas. Além d'isto, o orçamento é baseado sobre pesos de quarenta e seis centavos, que é o valor do peso para o proximo anno fiscal, emquanto que para o anno corrente, o valor do peso é de quarenta e oito centavos, differença que monta a $636,320.

Ramo.	Orçamento, 1897–98 (prata).	Orçamento, 1898–99 (prata).
Poder Legislativo	$1, 018, 643. 90	$1, 018, 643. 90
Poder Executivo	80, 968. 60	80, 968. 60
Poder Judiciario	433, 051. 80	444, 654. 15
Secretaria de Relações Exteriores	531, 741. 50	543, 467. 55
Secretaria de Relaçoes Interiores	3, 652, 817. 45	3, 685, 272. 85
Secretaria de Justiça	2, 288, 052. 85	2, 311, 560. 75
Secretaria de Fomento	742, 973. 11	741, 874. 66
Secretaria de Vias de Communicação	5, 450, 217. 45	5, 627, 544. 09
Administração da Fazenda	6, 069, 552. 85	6, 121, 229. 90
Divida Publica	18, 853, 768. 00	19, 964, 268. 00
Secretaria da Guerra	11, 450, 196. 47	11, 750, 000. 00
Total	50, 581, 983. 98	52, 289, 484. 45

Ramos.	Augmento (prata).	Diminuição (prata).
Poder Judiciario	$1, 602. 35	.....
Secretaria de Relações Exteriores	11, 726. 05	.....
Secretaria de Relações Interiores	32, 455. 40	.....
Secretaria de Justiça	23, 507. 90	.....
Secretaria de Fomento	.....	$1, 098. 45
Secretaria de Vias de Communicação	177, 326. 64	.....
Administração da Fazenda	51, 677. 05	.....
Divida Publica	1, 110, 500. 00	.....
Secretaria da Guerra	299, 803. 53	.....
Total	1, 708, 598. 92	1, 098. 45

VENEZUELA.

CONTRACTO DE IMMIGRAÇÃO.

O Sr. W. W. Russell, Secretario da Legação dos Estados Unidos em Caracas, transmitte á Secretaria de Estado, em data de 10 de Janeiro, o texto completo do contracto celebrado entre o Governo de Venezuela e Ludovico Dotti, cidadão italiano. Segundo este contracto o Sr. Dotti obriga-se por si e em representação de seus socios a trazer a Venezuela 1,000 familias italianas annualmente, com a condição de que os membros varões sejám agricultores. Estes homens deverão ter conhecimentos elementares de agricultura, ter não menos de dezoito annos, e ser saudaveis e de bons costumes. O Sr. Dotti obriga-se a construir os edificios necessarios para o uso dos colonos e provel-os das

s e utensilios necessarios. Exige-se d'elle, além disto,
ua uma igreja em cada colonia e um edificio para
s publicos e escolas. O Governo exempta as varias
dades do pagamento de direitos por um periodo de tres
concede a entrada livre de todas as ferramentas e
assim como a dos effeitos pessoaes, materiaes de metal
strucção de 1,000 casas annualmente, e materiaes para
ção de pontes e aqueductos. Todos os direitos civis de
os venezuelanos são extensivos aos immigrantes. Os
dem dedicar-se á classe de cultura que preferirem, mas
mentar a cultura das vinhas e do trigo, dispõe-se que
parte dos terrenos adoptados á producção d'aquellas
verá ser dedicada á cultura das mesmas. A companhia
s ás minas que se encontrem nas terras das colonias.
de tres annos de occupação e cultivo, o Sr. Dotti deverá
familia a casa que se lhe designou, e a cada membro
tres hectares dos seis hectares de terra lavrada que se
assignado. A companhia obriga-se a estabelecer uma
lar de vapores entre Venezuela e Italia, os quaes farão
ns ida e volta cada mez entre os dous paizes, tocando
rn, Genoa, Barcelona, Teneriffe, Trindade, La Guayra
abello. Estes vapores podem tambem tocar em outros
ua opção, e devem transportar as malas e volumes pos-
aquelles portos, sem remuneração alguma do Governo.
hia terá o direito de estabelecer commercio de cabo-
e quaesquer portos da Republica.
Dotti obriga-se a estabelecer dentro de tres annos, um
um capital subscripto de não menos de 20,000,000
dos quaes 25 por cento terá de ser em effectivo, como
garantia. O banco empregará seu capital em em-
aos colonos, para o adiantamento de agricultura e a
gado. Este banco terá duas funcções; alem de ban-
ecario, será banco de emissão e desconto. A secção
e desconto, poderá emittir bilhetes até 50 por cento de
, e o banco hypothecario não poderá cobrar um juro
por cento em seus emprestimos. Os reembolsos serão
zos convenientes aos devedores.
acto contem muitas outras estipulações, mas as ante-
s principaes.

VIA FERREA DE CABO AEREO.

O Consul PLUMACHER communica de Maracaibo, em data de 6 de Janeiro de 1898, que o Governo de Venezuela celebrou um contracto com o Dr. Don JORGE VALBUENA para a construcção de uma via ferrea de cabo aereo de aço, com destino ao transporte de mercadorias, madeira, animaes, etc. O contracto estipula um cabo desde o valle de Tovar (secção de Mérida), no Estado de Los Angeles, até o porto de Escalante, no Rio Escalante, e outro cabo desde a cidade de Mérida, ou outro ponto d'aquella secção, até um dos portos do districto de Sucre no Lago Maracaibo, Estado de Zulia, ou até Santa Bárbara no Rio Escalante.

Estipulam-se no contracto a seguridade e rapidez do serviço, e o concessionario assume toda a responsabilidade do transporte de mercadorias. O transporte das malas do Governo será gratuito e as cargas e volumes postaes do governo pagarão 15 por cento dos preços ordinarios. A tarifa dos fretes será fixada por accordo entre os concessionarios e o Governo, e não excederá de 6 centavos por kilogramma. Os trabalhos deverão começar dentro de um anno a contar da data da approvação do contracto pelo Congresso e 20 kilometros devem ser concluidos cada anno. O contractante pode escolher a força motriz que deseje empregar, e pode estabelecer para o uso exclusivo da empreza, linhas telegraphicas e telephonicas entre os pontos atravessados pelo cabo. O contracto é por cincoenta annos, e ao fim deste prazo a obra passará a ser propriedade do Governo. A concessão pode transferir-se a uma companhia estrangeira, com a permissão do Governo. O serviço fica isento de toda contribuição nacional.

NOVOS CONTRACTOS PARA A CONSTRUCÇÃO DE ESTRADAS DE FERRO.

ESTRADA DE FERRO DE PERICO A CRUCERO.

O Consul PLUMACHER communica de Maracaibo á Secretaria de Estado, em data de 8 de Março de 1898, que o Governo venezuelano celebrou um contracto com o General CUSTODIO MILANO e associados, para a construcção de uma estrada de ferro entre os portos de Perico e Crucero, situados na margem direita do Rio Orinoco no territorio federal do Amazonas.

Segundo as estipulações do contracto, pode-se empregar vapor electricidade como força motriz; a bitola da linha será de 2 e cinco pollegadas, com um radio minimo de 99 pés e 3 legadas, e pendentes que não excedam de 3 por cento. Os ›alhos de construcção deverão começar dentro de um anno a tar da data da approvação do contracto pelo Congresso, e erão ser terminados dentro de tres annos a contar da mesma a.

Conceder-se-ha aos concessionarios o tempo que tenham perdido causas imprevistas ou *force majeure*. O Governo declara esta ada de ferro de utilidade publica e concede uma subvenção de ooo bolivares por cada kilometro de linha construida. Con-e-se aos concessionarios o direito de introduzir livres pelas ndegas todos os materiaes, instrumentos, machinas e os demais nsilios necessarios para a construcção, conservação e exploração linha. Tambem entrará livre de direitos o material necessario a a construcção das linhas telegraphicas e telephonicas de que ha de servir-se a companhia.*

O Governo reserva o direito de fixar as tarifas de frete e passa-ros. Os concessionarios obrigam-se a transportar gratuitamente orrespondencia do Governo, as tropas e empregados publicos serviço do Governo e as mercadorias do Governo pagarão nente a metade dos preços de tarifa.

A concessão poderá ser transferida a qualquer companhia ional ou estrangeira ao obter previamente permissão do go-no, mas em nenhum caso poderá ser transferida a um governo angeiro. Ao fim do prazo de noventa e nove annos, a estrada ferro, com todas suas dependencias, passará a ser propriedade do verno nacional e deverá ser em bom estado de conservação.

ESTRADA DE FERRO DE LOS TEQUES A CUA.

O Consul PLUMACHER communica á Secretaria de Estado em a de 12 de Fevereiro, que o Governo de Venezuela tem celebrado contracto com o Sr. FRANCISCO E. RIVERO e outros, para onstrucção de uma estrada de ferro no Estado de Miranda, re Los Teques e Cua. As condições deste contracto são identi-ás do contracto para a estrada de ferro já mencionada de Perico rucero, com a differença de que o artigo 8 daquelle contracto

concede aos concessionarios o direito de construir um funicular em um ponto da linha, que não excederá de dous kilometros e deverá contar com todos os apparelhos modernos que garantam sua segurança.

EXPORTAÇÕES DE NEW YORK PARA VENEZUELA.

A seguinte tabella extrahida de dados subministrados por Don ANTONIO E. DELFINO, Consul-Geral de Venezuela junto a New York, dá um resumo geral das mercadorias que se exportaram dos portos de New York para os portos de Venezuela, durante o anno de 1897:

Portos.	Fardos.	Kilos.	Valor.
La Guaira	310, 513	18, 709, 410	$1, 354, 308. 76
Puerto Cabello	166, 694	7, 087, 263	570, 666. 91
Maracaibo	101, 293	6, 156, 558	650, 331. 00
Ciudad Bolivar	77, 120	3, 458, 644	280, 172. 96
La Vela de Coro	45, 033	2, 036, 703	111, 883. 95
Carúpano	19, 065	852, 058	74, 618. 24
Cuanta	5, 106	270, 710	21, 417. 46
Cimaná	3, 781	205, 561	17, 513. 56
Caño Colorado	1, 788	107, 341	6, 873. 00
Maturin	363	31, 715	2, 553. 35
Guiria	347	16, 784	1, 326. 00
Maracaibo-Oro	18	151	91, 351. 67
Total	731, 121	38, 932, 898	3, 183, 016. 86

As ditas mercadorias foram transportadas em 110 navios, da nacionalidade seguinte:

	Vapores.	Navios á vela.
Americanos	48	11
Hollandezes	18	.....
Inglezes	17	3
Hespanhóes	10	.....
Francezes	3	.....

NOTA.—Na tabella supra dão-se os valores na moeda dos Estados Unidos.

LINHA DE CABO

O Sr. E. H. PLUMACHER, Consul dos Estados Unidos em Maracaibo, communica á Secretaria de Estado que o Sr. EDWARD RAUBER, cidadão francez, residente em Caracas, obteve do Governo uma concessão para estabelecer e funccionar uma linha de cabo de

aço, destinada ao transporte de mercadorias e fructas entre as cidades de Valencia, capital do Estado de Carabobo, e Nirgua, capital do districto de Nirgua, no mesmo Estado e pontos intermedios. Segundo o contracto, o Sr. RAUBER fica tambem autorisado para construir ramaes desta linha a todos os lugares contiguos aos pontos mencionados.

O concessionario obriga-se a começar os trabalhos na primeira secção da linha dentro de seis mezes a contar da data da approvação do contracto pelo Congresso, e a começar os da segunda secção dentro de dez e oito mezes a contar da mesma data. A primeira secção deverá ser aberta ao serviço publico dentro de um anno desde a data do começo dos trabalhos, e a segunda secção dentro de tres annos.

O concessionario e seus successores ou herdeiros podem transferir a concessão a qualquer pessoa ou corporação, seja nacional ou estrangeira, notificando previamente ao governo; mas em nenhum caso poderá ser transferida a concessão a um governo estrangeiro.

NOVO GABINETE.

O novo gabinete foi organizado do modo seguinte:

Ministro do Interior.....General ZOILO BELLO RODRIGUEZ.
Ministro de Relações Exteriores .....General JUAN CALCAÑO MATHIEU.
Ministro da Fazenda.....General MANUEL ANTONIO MATOS.
Ministro do Credito Publico .....Sr. CÁRLOS V. ECHEVERRÍA.
Ministro da Agricultura, Industria, e Commercio .....General NICOLÁS ROLANDO.
Ministro dos Correios e Telegraphos .....Dr. JOSÉ LORETO ARISMENDI.
Ministro das Obras Publicas .....Dr. ALBERTO SMITH.
Ministro da Marinha e da Guerra.....General ANTONIO FERNANDEZ.
Ministro da Instrucção Publica .....Dr. BERNARDINO MOSQUERA.
Governador do Districto Federal .....General FRANCISCO BATALLA.
Secretario Geral .....VICENTE BETANCOURT, A.

AUTORISAÇÃO DO SYSTEMA METRICO NA INGLATERRA.

O "Times" de Londres, em seu numero de 25 de Dezembro de 1897, diz:

O relatorio apresentado pela Junta de Commercio sobre os trabalhos que esta tem levado a cabo sob as leis sobre pesos e medidas de 1878 e 1889, tem sahido

á luz como publicação do Parlamento. Naquelle documento consigna-se que a Junta, em sua ultima sessão, autorisou o uso no commercio dos pesos e medidas do systema metrico.

Publica-se em todos os numeros do BOLETIM MENSAL, uma tabella dos pesos e medidas do systema metrico, e seus equivalentes nos pesos e medidas em uso nos Estados Unidos.

MUSEUS COMMERCIAES DE PHILADELPHIA.

PRODUCTOS DA AMERICA CENTRAL.

O Dr. GUSTAVE NIEDERLIN, chefe da secção scientifica dos Museus Commerciaes, regressou a Philadelphia depois de uma viagem de oito mezes pelas Republicas da America Central. O Sr. NIEDERLIN visitou os representantes dos varios governos, os quaes fizeram tudo quanto fôr possivel para auxilial-os em seu proposito de conseguir dados commerciaes. Elle estabeleceu tambem algumas associações que serão de grande utilidade para os Museus. Em Salvador se fizeram arranjos pelos quaes os agentes do Governo remetterão a Philadelphia productos classificados, e duplicados dos mesmos serão enviados pelos Museus, a outras instituições semelhantes que desejem possuil-os.

Como um serviço reciproco, os Museus accordam em remetter a Salvador duplicados procedentes de outros paizes, á custa do Governo de Salvador. O Sr. NIEDERLIN, durante sua viagem, teve occasião de communicar-se com todos os membros do conselho international dos Museus, o qual assistiu á reunião que se celebrou em Philadelphia, no mez de Junho ultimo. O "Traffic," periodico que se publica em Philadelphia, diz que o Sr. NIEDERLIN recebeu destes senhores expressões da maior sympathia a respeito dos Estados Unidos, e que expressaram o desejo de promover as relações commerciaes com este paiz. Os Estados Unidos tem feito um numero consideravel de transacções commerciaes, por intermedio destes delegados, e as impressões que estes receberam durante sua residencia aqui, têm resultado em um interesse geral na reunião que terá de ser celebrada no proximo anno.

ESTADOS DA AMERICA CENTRAL E DO SUL.

RIQUEZAS MINERAES.

Um opusculo recentemente publicado pela "Orinoco Company, Limited," contem um interessante relatorio sobre os mineraes de ferro da America do Sul. Ainda que se reconheça em geral, que a America Central e do Sul é rica em ferro e carvão de pedra, sabe-se muito pouco acerca destes mineraes. Não é improvavel, portanto, que em futuro proximo os mencionados productos occupem um lugar importante entre as exportações do paiz. Em Colombia, têm-se encontrado grandes depositos de hematite vermelha e côr de castanha, assim como tambem ferro magnetico. Nas montanhas de Santa Maria ha um grande deposito deste ultimo mineral, e não longe daquellas se encontram depositos de pedra de cal e carvão de pedra. Segundo os ultimos relatorios recebidos de Venezuela, se está trabalhando com grande actividade nos depositos de mineral de Bessemer, em Santa Catalina. Estes depositos têm duas e meia milhas de comprimento e meia milha de largura. O terreno em que está situado o mineral inclina-se gradualmente até o rio, e os navios podem carregar a qualquer profundidade. A "Orinoco Company," que é proprietaria destes depositos, diz que a quantidade média de ferro que o mineral contem é de 67 por cento, emquanto que a quantidade de phosphoro é tão escassa em algumas analyses, que apenas deixa um ligeiro vestigio e sua média não é muito maior de 2 por cento.

Além deste deposito, ha outros grandes nas montanhas de Imataca; mas não se tem publicado ainda nenhum relatorio a respeito de sua extensão e qualidade.

COMMUNICAÇÃO POR VAPOR ENTRE NEW YORK, PORTOS DO BRAZIL, MONTEVIDEO E BUENOS AIRES.

O Secretario da Legação dos Estados Unidos em Buenos Aires, o Sr. FRANCIS S. JONES, remetteu á Secretaria de Estado um extenso relatorio sobre o commercio e as communicações por vapor entre os Estados Unidos e a costa do Atlantico da America do Sul, no qual faz indicações e apresenta argumentos em favor do estabelecimento de uma linha americana de vapores que viaje entre os portos destes paizes.

Nos ultimos annos, as mudanças que têm occorrido, e que se devem em sua maior parte á politica aduaneira dos dous paizes, têm impedido que houvesse qualquer augmento permanente nas relações de commercio entre a Republica Argentina e os Estados Unidos. Não obstante estas circumstancias, nosso commercio com aquelle paiz tem augmentado gradualmente, como o demonstra a tabella seguinte:

Anno.	Exportação dos Estados Unidos para a Republica Argentina.	Importação nos Estados Unidos da Republica Argentina.
1892	$2,927,488	$5,343,798
1893	4,979,696	5,239,095
1894	4,862,746	3,497,030
1895	4,456,163	7,675,270
1896	5,979,046	9,313,385
1897	6,072,478	10,772,627

Ver-se-ha que o commercio combinado entre os Estados Unidos e a Republica Argentina em 1897, montou a $16,845,105, mostrando um augmento de $8,573,819, sobre o commercio combinado de ambos paizes em 1892. O volume das transacções mercantis dos Estados Unidos com o Uruguay e o Brazil tem-se mantido mais estacionario; todavia, é tão consideravel, especialmente no que se refere ao Brazil, que para poder estudar bem o assumpto, é necessario mencional-o.

Commercio dos Estados Unidos com o Uruguay e o Brazil.

Anno.	Uruguay.		Brazil.	
	Exportação para.	Importação de.	Exportação para.	Importação de.
1892	$939, 030	$2, 480, 890	$14, 291, 873	$118, 633, 604
1893	960, 606	1, 623, 380	12, 388, 124	76, 222, 138
1894	1, 415, 171	1, 419, 573	13, 866, 006	79, 360, 159
1895	1, 262, 001	2, 699, 648	15, 165, 070	78, 831, 476
1896	1, 481, 200	3, 242, 428	14, 258, 187	71, 060, 046
Commercio britannico (1896)	5, 407, 678	1, 568, 354	32, 430, 376	19, 727, 151

A notavel diminuição nas importações do Brazil em 1893 se deveu em grande parte á revolta naval que teve lugar neste anno e ás consequencias que trouxe. É de admirar-se, si se tomar em consideração o volume deste commercio na actualidade, que uma companhia americana de transportes não tenha-se esforçado para fazer concurrencia para elle.

As linhas de vapores "Norton" e "Prince," ambas emprezas inglezas, são as unicas que fazem viagens regulares entre New York e Buenos Aires. A linha "Norton" faz viagens directas bimensaes de New York a Montevidéo e Buenos Aires, mas não toca em portos do Brazil em sua viagem de ida. Os vapores da linha "Prince," que são de carga, com alojamento para um numero limitado de passageiros, fazem duas viagens por mez entre os pontos acima mencionados, tocando em sua viagem de volta em Santos, Rio, Bahia, e Pernambuco. O mais rapido destes vapores emprega vinte e oito dias na viagem.

A companhia chamada "Lamport & Holt," tambem ingleza, tem um vapor de carga que faz o serviço uma vez por mez entre New York e Buenos Aires. Os vapores regulares de passageiros desta linha não descem ao sul do Rio de Janeiro, e transferem os passageiros que vão a Buenos Aires para os vapores das varias linhas europeas que fazem escala em Rio, em viagem para Buenos Aires. Além destes vapores, ha um serviço de vapores, tres vezes por mez, entre New York e Pará. A capacidade de carga destes ultimos vapores é de 1,500 a 2,000 toneladas, que a vezes não é bastante, e, por conseguinte, a carga tem de ser deixada no molhe, retardando-se assim sua entrega em dez dias.

Os vapores da linha "Lamport & Holt" empregam de vinte-dous a vinte-tres dias, pela média, para fazer a viagem entre New York e Rio. Acrescentem-se a isto os quatro dias de viagem do Rio de Janeiro a Buenos Aires pelos vapores mais rapidos que tocam naquelle porto procedentes da Europa e resulta que o

tempo total que se emprega, sem contar com a demora que pode haver ao fazer a connexão no Rio de Janeiro, é de vinte-sete a vinte-oito dias, entre New York e Buenos Aires. * * *

Os preços do carvão (em ouro) e os portos mais apropriados para tomar o combustivel se encontram na tabella seguinte, cujos dados foram tomados de um relatorio official acerca de estações de carvão, feito por um dos navios de guerra dos Estados Unidos no anno de 1897:

Logar.	Classe de carvão.	Custo.	Facilidades para tomar carvão.
Bermuda	Pocahontas	$7.14	Boas; lanchas.
Santa Lucia	do	4.32	Excellentes; molhe.
Barbada	Cardiff	6.09	Boas; lanchas.
Pernambuco	do	8.88	Boas; lanchas dentro do quebra-mar.
Rio de Janeiro	Welsh	9.73	Boas; lanchas.
Buenos Aires	Cardiff	7.50	Boas; molhe.

Ainda que os preços do carvão fluctuam nestes portos, os algarismos mencionados podem ser considerados como a média dos preços vigentes nos ultimos annos.

Os artigos que se exportam dos Estados Unidos para o Brazil, Uruguay e a Republica Argentina são madeiras, machinas para a agricultura, kerosene, e mercadorias em geral, como ferragens, ferro, instrumentos, ganchos e pannos de algodão.

As importações principaes do Brazil são café, assucar, e borracha; do Uruguay, couros e lã; e da Republica Argentina, couros, lã, linhaça, pello e assucar.

Os fretes dos principaes artigos de exportação e importação são:

	Artigo.	A razão de.
Buenos Aires a New York	Em geral	$5 por tonelada e $4 por 40 pés cubicos.
Rio de Janeiro a New York	Café	35 centavos por sacco.
Bahia a New York	do	Do.
Do	Assucar	$3.65 por tonelada.
Pernambuco a New York	do	$2.40 a $3.65 por tonelada.
Pará a New York	Borracha	$8 por tonelada; 25 centavos por pé cubico.
New York a Pernambuco	Em geral	30 centavos por pé cubico e 10 por cento prima.
New York a Bahia	do	41 centavos por pé cubico e 10 por cento prima.
New York a Rio de Janeiro	do	30 centavos por pé cubico e 10 por cento prima.

) valor das importações e exportações directas entre New York, razil, o Uruguay e a Republica Argentina, durante os annos ies de 1895 e 1896, foi como se segue:

Paizes.	New York.			
	1895.		1896.	
	Importações.	Exportações.	Importações.	Exportações.
l.....	$69, 298, 288	$11, 091, 495	$63, 712, 131	$10, 674, 519
uay.....	2, 572, 254	1, 020, 958	2, 759, 933	1, 162, 928
iblica Argentina...	4, 127, 597	3, 780, 110	5, 135, 419	4, 574, 328
Total	75, 998, 139	15, 881, 563	71, 607, 413	16, 411, 775

) Sr. JONES cita o facto de que o commercio total entre New k, o Brazil, o Uruguay e a Republica Argentina, montou em 5-96, a $103,013,339, levado em 184 navios de vela, cuja lagem total foi de 116,558 toneladas, e 331 navios de vapor uma tonelagem total de 470,941 toneladas. Destes navios ela só 71 eram de nacionalidade americana, representando uma lagem de 48,724 toneladas; entre os vapores não houve um ue levasse bandeira americana.

inda que as linhas de vapores de "Lamport & Holt," "Norton" Prince," não recebam uma subvenção, segundo o relatorio cionado, estão em condição muito prospera, e dizem que seus lendos annuaes são de 15 a 20 por cento.

deducção logica dos factos e os algarismos apresentados pelo ONES é que não sómente ha necessidade de estabelecer uma ı de vapores sob a bandeira dos Estados Unidos, mas que é a opportunidade de fazel-o. O relatorio mencionado indica nanho e a velocidade dos navios necessarios para este serviço; ı como o caminho, as estações para tomar carvão e os postos : devem fazer escala.

lei dos Estados Unidos relativa á compensação pelo transporte eus correios é como segue:

ı cumprimento da secção 3 da lei approvada em 3 de Março de 1891, o :rno dos Estados Unidos concede a qualquer companhia americana de vapores se estabelecer, a quantia de $2 por milha por cada viagem de ida condu-) a mala dos Estados Unidos, com a condição de que:

) Seus vapores tenham sido construidos nos Estados Unidos.

(2) Sua construcção seja de ferro ou de aço.

(3) Sejam construidos de modo que possam ser convertidos em cruzadores auxiliares em tempo de guerra.

(4) Sejam capazes de manter uma velocidade de 16 nós por hora em circumstancias ordinarias.

(5) Tenham uma tonelagem bruta registrada, de não menos de 5,000 toneladas.

Em conformidade com uma clausula identica da mesma lei, organisou se, cresceu e chegou a occupar o primeiro lugar entre as grandes linhas de vapores que hoje unem a Europa com os Estados Unidos, a empreza conhecida com o nome da "International Navigation Company."

COMMERCIO MISCELLANEO.

REPUBLICA ARGENTINA.

Industria da Fabricação de Manteiga e Queijo.

Um relatorio official sobre a Republica Argentina diz que a industria da fabricação de manteiga está chegando a adquirir grandes proporções. A exportação annual deste artigo monta na actualidade a 15,000 caixas, emquanto que ha poucos annos quasi toda a manteiga era importada. Uma companhia ingleza comprou uma fabrica que já estava estabelecida em Tandil, na provincia de Buenos Aires, e espera augmentar em grande quantidade sua producção. Encontram-se o leite e a nata em abundancia e, sem duvida, a empreza terá um bom exito. O queijo fabricado no paiz tem feito desapparecer gradualmente o artigo importado.

Illuminação Electrica em Buenos Aires.

A municipalidade de Buenos Aires celebrou um contracto com a Companhia Geral de Electricidade daquella cidade para a illuminação das ruas a luz electrica. Como principio da obra, estabelecer-se-hão 300 lampadas de oito amperes. Os preços que se pagarão são os seguintes: por 120 lampadas, accendidas toda a noite, $27 por cada uma; por 180 lampadas accendidas até a 1 a. m. $20.25, por cada uma. Por este arranjo, supprimir-se-hão 990 lampadas de gaz que agora custam $7 cada uma. O primeiro contracto será sómente por um anno, até o governo da cidade dê autorisação para estendel-o por mais tempo.

Exportação de Gadó em Pé.

O "Butchers' Advocate," de 30 de Março de 1898, que se publica em Chicago e New York, diz que a Agencia Anglo-Argentina de gado de Buenos Aires tem estabelecido uma linha de vapores para o transporte de gado entre aquella cidade e a Inglaterra. Estes vapores são de seis mil toneladas e cada um carregará seis centas cabeças de gado e dous mil carneiros. Têm um completo equipamento e todo o necessario para facilitar o transporte de gado. Espera-se que os exportadores poderão exportar agora gado da Republica Argentina para a Inglaterra, em condição propria para fazer concurrencia com o gado dos Estados Unidos e do Canadá.

Periodicos.

O Sr. Don Francisco Latzina, Director Geral de Estatisticas, dá os seguintes dados relativos ao numero de periodicos que se publicam na Republica Argentina. O numero total é de 472, dos quaes 64 são diarios; 16 são publicados de tres em tres semanas; 44 cada duas semanas; 191 semanaes; 4 que saem cada dez dias; 55 cada quinze dias; 64 mensaes, 2 trimensaes, 11 annuaes; 13 a intervallos irregulares, e 8 a respeito dos quaes não se consignam dados. Dos 472 periodicos, 8 se publicam em inglez, 8 em allemão, 8 em francez, 22 em italiano, 1 em dinamarquez, e os 425 restantes em hespanhol. Destes ultimos, 413 são da propriedade de cidadãos da Republica Argentina, e 12 são da propriedade de hespanhões.

BRAZIL.

Introducção de Carros Postaes.

O Brazil adoptou recentemente a innovação americana que consiste no uso de carros de estrada de ferro, especiaes, para o serviço de Correios. A Estrada de Ferro Central do Brazil, que é propriedade do Governo, deu ordens á companhia denominada "Wason Car Company" de Springfield, Massachusetts, para a construcção de seis carros postaes. No pedido se especificou que os carros deviam ser construidos tomando por padrão os carros postaes americanos, mas se recommendou que se empregrasse para o acabado interior e exterior dos carros, o mogno, madeira esta que os Brazileiros preferem á madeira branca, que é a que geralmente se emprega. Usáram-se os antigos engates inglezas e se deram aos carros as devidas dimensões para ajustal-os á bitola de cinco pés que se usa no Brazil. Tambem foi despachada recentemente uma factura de carros de passageiros para a mesma linha.

CHILE.

Estabelecimento de Luz Electrica em Punta Arenas.

Diz a "Electric Review" que os trabalhos de installação de uma planta electrica para a illuminação em Punta Arenas, Chile, no Estreito de Magalhães, estão chegando rapidamente á sua conclusão. As machinas foram embarcadas de New York, e os edificios estão já promptos para a installação destas.

MEXICO.

Estrada de Ferro de Coahuila.

O "Modern Mexico," que se publica nas cidades de Mexico e St. Louis, diz que já foi feita a concessão da Estrada de Ferro Central de Coahuila, a projectada linha de bitola ordinaria entre Saltillo e Trevino. Já se fizeram os estudos preliminares e se têm comprado os trilhos de aço. Começou-se a construcção da linha o primeiro de Abril. A estrada terá noventa kilometros de comprimento e porá Saltillo em communicação com as principaes linhas da Republica e dos Estados Unidos. Além da construcção e equipamento da linha, a Companhia obriga-se a estabelecer um hotel moderno o qual, uma vez terminada a construcção da linha, contribuirá grandemente á importancia de Saltillo. Saltillo é já proeminente como cidade

manufactureira; conta com grandes moinhos de farinha, e fabricas de sabão, de oleo de semente de algodão e de generos de algodão. Está illuminada á luz electrica, tem um bom serviço de tramvias e outras evidencias do esprito de empreza e crescimento.

Industria de Canna de Assucar.

A producção da canna de assucar não tem no Mexico as proporções que poderia ter, e relativamente fallando, pode-se dizer, que esta industria ainda está em sua infancia. Em um artigo publicado recentemente no "Modern Mexico," e escripto pelo Sr. J. YORBA, perito em terras e conhecedor dos recursos do Mexico, elle falla das vantagens do paiz para o cultivo deste producto e da importancia provavel deste cultivo no futuro. A canna de assucar cresce e se cultiva em todo o Mexico, com excepção do Districto Federal e do Estado de Tlaxacala. A industria, em alguns districtos, não tem tido ainda exito commercial. Talvez a principal razão por que os engenhos mexicanos não bastam a cobrir a demanda, é o facto de que uma grande parte da area propria para o cultivo da canna de assucar, ainda não tem sido explorada, mas espera a empreza e capital estrangeiros. Pouco são os plantadores mexicanos que prestam alguma attenção para a qualidade do solo, quando isto é um dos pontos mais essenciaes para obter bons resultados economicos.

O Cultivo do Café.

O Isthmo de Tehuantepec, que ha poucos annos era quasi desconhecido, promette ser um dos melhores districtos do continente norteamericano para o cultivo do café. O dito Isthmo conta com excepcionaes vantagens respeito á qualidade e importancia das colheitas, assim como no tocante ao solo, transporte, clima, e outras condicões essenciaes ao bom exito no cultivo do café. O café pode ser cultivado aqui a um preço muito baixo, e o grão é de excellente qualidade e obtem bom preço.

Exploração dos Depositos de Guano no Golfo do Mexico.

O Governo mexicano, por intermedio do Senhor LEAL, Ministro do Fomento, celebrou recentemente um contracto com os Senhores LUIS ROSSI e EDUARDO CHESIO para a exploração dos depositos de guano das ilhas desertas do Golfo do Mexico, que estão situadas perto das costas de Campeche e Yucatan. O contracto foi feito por um periodo de dez annos e comprehende a exploração das ilhas de Alacranes, Arcas, Arenas, Bermeja, Banco Nuevo, Can Can, Contoy, Desertora, Besterradora, Holhose Obispo, Pajaros, etc.; assim como tambem os baixios em frente ao cabo Catoche. O concessionario pagará ao Governo 75 centavos por tonelada de guano tirado e os direitos de exportação prescriptos pela tarifa. Os Senhores ROSSI e CHESIO deverão começar os trabalhos de exploração dentro de seis mezes depois de firmado o contracto e os trabalhos de excavação dentro dos seis mezes subsequentes.

Poços Artesianos e Moinhos de Vento.

Durante os ultimos annos um grande numero de cidadãos americanos tem immigrado para o Mexico, onde se tem estabelecido em varias industrias, especialmente a agricola. A falta d'agua tem sido uma grande desvantagem para seu desenvolvimento em annos anteriores; hoje se tem vencido esta difficuldade com a introducção no paiz de poços artesianos e moinhos de vento. Abriu-se, ha pouco, um poço na praça da cidade de Leon, Estado de Guanajuato, que á profundidade de 700 pés deu um esplendido fluxo d'agua. O exito da empreza foi muito noticiado e tem chamado a attenção

para este methodo de obter agua. Provavelmente dará como resultado a introducção de moinhos de vento para fazer trabalhar os poços artesianos e obter assim agua potavel e para a irrigação.

Inauguração de uma Estrada de Ferro Electrica. Acaba-se de concluir no Mexico a primeira estrada de ferro electrica, que se estende desde Jalapa, capital do Estado de Vera Cruz, até Teocelo. A linha será aberta ao trafico em geral dentro de poucos dias, e se espera que o Presidente da Republica tomará parte na ceremonia da inauguração da dita empreza.

URUGUAY.

Obras de Melhoramento no Porto de Montevideo. O Sr. SWALM, Consul dos Estados Unidos em Montevideo, communica á Secretaria de Estado em data de 24 de Fevereiro, que se estão fazendo preparativos para começar definitivamente os trabalhos de melhoramento do porto de Montevideo. Como se tem dito repetidas vezes no BOLETIM MENSAL, já foram submettidos ao Governo os planos para levar a cabo esta obra, entre os quaes se contam alguns dos Estados Unidos. O Consul SWALM diz que os ditos planos serão examinados de novo e logo que se fizer a selecção, começar-se-hão os trabalhos de profundar o porto e construir o quebra-mar. A obra custará de $7,000,000 a $15,000,000. Chama-se a attenção dos contractantes dos Estados Unidos para a empreza.

VENEZUELA.

Importações para Março de 1898. Um relatorio official, ultimamente remittido a esta Secretaria, mostra que o total das importacões em Venezuela procedentes do porto de New York, em Março de 1898, montou a $326,519, e desta quantia $67,500 foram em moeda de ouro e o resto em mercadorias de caracter geral. No mesmo mez do anno anterior, a importação total de ouro cunhado proveniente do mesmo porto, foi de $4,911, o que mostra um augmento de $62,588 em favor do mez de Março de 1898. A importação de mercadorias em Março de 1897 alcançou um valor de $290,615, o que comparado com o do mez correspondente de 1898, mostra um balanço de $31,596, em favor do mez de Março de 1897. Estes algarismos mostram um resultado geral em favor de Março de 1898, na quantia de $30,992.

Fabricas de Distillação em Caracas e Puerto Cabello. Esta Secretaria tem informação de que o representante de Monopolio de Whisky já partiu para Venezuela, para dirigir alli a construcção de duas novas fabricas de distillação, que se estabelecerão em Caracas e Puerto Cabello, ao custo de $1,000,000 approximadamente. As machinas estão promptas para ser despachadas e espera-se que as fabricas estejam funccionando no curso deste anno. Os elevadores terão uma capacidade de 20,000 alqueires de grãos e as duas fabricas de distillação produzirão 3,500 alqueires de grão preparado, ou 16,000 galões diarios de alcool e bebidas espirituosas. As fabricas serão construidas segundo a concessão feita pelo Governo de Venezuela, que dá ao concessionario o direito de importar, livres de direito, os materiaes necessarios, exonerando de todo imposto os pro-

ductos pelo prazo de seis annos. Os direitos actuaes sobre alcool são $2 por galão de prova. As aguardentes para bebidas espirituosas se fabricam em Venezuela de fructas e canna de assucar, ou se importam da Europa.

Aos Embarcadores.

Chamamos a attenção dos embarcadores ao seguinte decreto promulgado recentemente pelo Sr. MANUEL A. MATOS, Ministro da Fazenda dos Estados Unidos de Venezuela, cuja falta de observancia pode causar difficuldades aos importadores no despacho de suas mercadorias: Tendo o Governo necessidade de conhecer, á chegada dos navios procedentes do estrangeiro, o conteudo das facturas consulares correspondentes a seus respectivos carregamentos, sem ter de esperar que o Ministerio da Fazenda receba o exemplar das ditas facturas que devem remetter os consules por outro navio immediato, o Presidente da Republica decreta que: "a contar do 1° de Abril de 1898, os importadores de mercadorias estrangeiras apresentem á Alfandega, juntamente com seus manifestos de importação, as respectivas facturas consulares, assim como uma copia simples dellas, a qual a Alfandega remetterá ao Ministerio da Fazenda com uma nota declarando que a dita copia está conforme ao original, ao mais seis dias depois da chegada do navio."

BULLETIN MENSUEL

DU

ʁEAU DES REPUBLIQUES AMÉRICAINES,

UNION INTERNATIONALE DES RÉPUBLIQUES AMÉRICAINES.

/. MAI 1898. No. 11.

RELATIONS COMMERCIALES.—XI.*

ɔURCES INTÉRIEURES DE LA PARTIE SEPTENTRIONALE DE L'AMÉRIQUE DU SUD.

nme on a considéré les ressources territoriales des Antilles le BULLETIN MENSUEL du mois d'avril, il est tout naturel ier les ressources des contrées qui composent la partie sep- ɔnale de l'Amérique du Sud, c'est-à-dire, les Républiques lombie et du Venezuela, les possessions européennes dans yane, l'Ile hollandaise de Curaçao et la colonie anglaise de nité.

sque l'Isthme de Panama, au point de vue géographique, l'Amérique du Centre à l'Amérique du Sud, la Répu- de Colombie, avec son immense côte maritime du nord sur ıtique, celle de l'ouest baignée par l'Océan Pacifique, ses le Colon et de Panama, situés sur les deux océans, mérite ɔnsidération toute spéciale. La population de la Colombie, me que de la plupart des contrées de l'Amérique Espagnole, ɔas proportionnée à son étendue territoriale. Riche en pro-

ɾremier article de cette série, traité par le Directeur, feu JOSEPH P. SMITH, a été lans le BULLETIN MENSUEL pour le mois de juillet 1897. La série sera con- ar différents collaborateurs sur les bases établies par M. SMITH.

ductions agricoles et minérales, son commerce d'exportation se borne entièrement à l'échange de celles-ci contre les articles fabriqués qu'elle reçoit principalement de la France, de l'Angleterre, des Etats-Unis, de l'Allemagne, de l'Espagne et de l'Italie.

Malgré l'état montagneux du pays, qui empêche le développement des communications avec l'intérieur, la Colombie a réussi à établir la navigation fluviale, principalement dans le fleuve Magdalena. Elle a construit aussi plusieurs lignes de chemins de fer actuellement en opération, telles que le chemin de fer allant de Colon à Panama, reliant l'Océan Atlantique à l'Océan Pacifique sur une longueur de 47 milles; le chemin de fer de Santa Marta à Sabanilla, appelé Puerto Colombia, d'une longueur de 46 milles et qui sera prolongé jusqu'à Heredia, sur la Magdalena; celui de Barranquilla à Sabanilla, distance de 16 milles; celui de Cartagena à Calamar, 65 milles; le chemin de fer de Cauca, allant de Buenaventura à San José, ayant 21 milles de longueur et que l'on se propose de prolonger jusqu'à Cali sur une distance de 64 milles; la ligne d'Antioquia, de Puerto Barrios à Monos, sur une distance de 32 milles et que l'on prolongera jusqu'à Medellin, ou 91 milles; celle de Yeguas à Honda, distance de 15 milles et qui sera continuée jusqu'à La Maria, distance de 7 milles; le chemin de fer de Sabana, s'étendant de Facatativá à Bogotá, ou 24 milles; la ligne de Girardot, allant de ce point à Juntas de Apula, distance de 24 milles, qu'on prolongera à Madrid, situé à 48 milles plus loin; la ligne de Cucuta, allant de cette ville à Puerto Villa Mizar, situé sur la rivière Zulia, distance de 34 milles, qu'on prolongera, on l'espère, jusqu'à la frontière du Venezuela; et le chemin de fer du Nord, allant de Bogotá à Zipaquirá sur une distance de 31 milles. Parmi ces lignes, celles de Cartagena, de Panama et de Cauca appartiennent à des Américains des Etats-Unis; les lignes du Nord et de Girardot appartiennent au Gouvernement; la ligne d'Antioquia appartient au Département de ce nom; les chemins de fer de Sabaná et de Cucuta appartiennent à des Colombiens et les autres à des Anglais.

Les principaux ports de la République sur l'Atlantique sont: Rio Hacha, Santa Marta, Sabanilla ou Puerto Colombie et Cartagena; sur le Pacifique, Buenaventura et Tumaco; et sur l'Isthme, Colon et Panama. Ces derniers sont des ports libres et

par lesquels se fait la plus grande partie du commerce de la
est des Etats-Unis avec la côte ouest de l'Amérique du Cen-
t du Sud. Les lignes suivantes de vapeurs s'arrêtent aux
s de la Colombie: à Colon, la ligne Panama Railroad Steam-
de New York, la Royal Mail, la Compagnie Générale
ısatlantique, la West Indies and Pacific et la Harrison qui
hent à la Nouvelle Orléans; la Hamburg American, la Trans-
ıtica Española, de New York, et la Veloce. Les vapeurs de
outh American Steamship Co., de la North American Navi-
ɔn Company et de la Pacific Mail Steamship Co., font escale
ıama; les deux premières font le service entre Panama et la
Pacifique de l'Amérique du Sud, et les autres font le service
: San Francisco, Californie et Panama, avec escale aux ports
Mexique et de l'Amérique Centrale. Les lignes suivantes
à d'autres ports: La Barranquilla Steamship Company, fait
rvice entre New York et Barranquilla et revient via Carta-
; la ligne Atlas, qui fait le service entre New York et Sabanilla,
:scale à Cartagena dans ses voyages de retour; la West Indian
Pacific, qui fait le service entre Liverpool et Puerto Colombie,
: là à la Nouvelle Orléans, via Colon et Cartagena; la ligne
'ison qui suit le même itinéraire; la Transatlántica Española,
ıt de New York à Puerto Colombie, avec escale à Cartagena,
ɔn et à la Havane; la Campagnie Générale Transatlantique,
oyal Mail, la Veloce et la ligne Hamburg American.

e commerce avec les endroits qui n'ont pas de facilités de
ıins de fer, se fait par des routes carrossables et par les sentiers
tes de somme, ce que les expéditeurs doivent toujours consi-
r et ne jamais perdre de vue dans l'emballage de leurs marchan-
ı. Par suite de la nécessité de passer les Andes qui traversent
le pays, il est facile de comprendre que pour emballer la
:handise il faut tenir compte des facilités de transport; que
ıarchandises doivent être mises en paquets de peu de volume
: peu de poids, soigneusement emballées pour le transport
e, soit à dos de mulets, soit dans des charrettes.

es productions principales de la Colombie sont: le café qui
en abondance et qui est généralement connu sur les marchés
'icains sous le nom de café de Sabanilla; le cacao, la canne
:re, les bananes de toutes espèces, le coton, l'indigo, le tabac,

la vanille et les fruits de toutes sortes; des bois de construction et d'ébénisterie, l'ivoire végétale, les bois de teintures, les plantes médicinales et textiles, l'or, l'argent, les émeraudes, le fer, le pétrole et beaucoup d'autres minéraux. Quant aux industries, il en existe très peu qui n'ont qu'une importance locale et elles suffisent à peine à la consommation du pays.

D'après le rapport de M. JOHN BIDLAKE, Consul des Etats-Unis à Barranquilla, le commerce de la Colombie par ce port pour l'année finissant le 31 décembre, a atteint les chiffres suivants:

Importations	$8,870,993
Exportations	9,644,398

L'Angleterre occupe le premier rang parmi les nations en rapport d'affaires avec la Colombie; la valeur de ses exportations représente une somme de $3,396,223. Les Etats-Unis viennent au second rang, avec un chiffre d'exportations de $1,751,991; l'Allemagne suit de près, avec une exportation de $1,719,163; puis la France, avec un chiffre de $1,502,583, et enfin l'Espagne et l'Italie. Les exportations de la Colombie en Europe représentaient une valeur de $7,286,659, et celles expédiées aux Etats-Unis $2,357,739. Ces chiffres se rapportent seulement au port de Barranquilla. M. VICTOR VIFQUAIN, Consul des Etats-Unis à Panama, dans un rapport en date du 13 septembre 1896, publié dans les Relations Commerciales des Etats-Unis, 1895–96, dit que la valeur des importations dans le district de Panama, autant qu'il peut juger d'après les données insuffisantes qu'il a sous la main, est d'environ $2,250,000 par an, aux ports de Panama, de Colon et de Bocas del Toro. Les importations consistent presque entièrement en produits fabriqués. On importe des Etats-Unis toute la farine et tout le bois de charpente. Les Etats-Unis tiennent le premier rang dans la liste des nations qui exportent à l'Isthme; viennent ensuite dans l'ordre ci-après: l'Angleterre, l'Allemagne, la France, la Chine, le Japon, l'Italie et l'Espagne. Dans un rapport supplémentaire en date du 4 décembre 1896, le même Consul envoie plusieurs états statistiques et dit: "L'état relatif au Panama montre qu'environ un tiers des importations provient des Etats-Unis; on peut en dire autant pour Colon, tandis que Bocas del Toro reçoit toutes ses importations des Etats-Unis. Ce dernier port envoie, pour ainsi dire, tous ses produits

Etats-Unis; Colon y expédie presque les trois-cinquièmes anama la moitié de ses exportations."

'n ne peut calculer les ressources intérieures du Venezuela, et osition géographique qui le place au centre de la partie sep-·ionale de l'Amérique du Sud, le rend susceptible d'une manière e spéciale d'entretenir des relations commerciales plus étroites : les Etats-Unis. Ses côtes très étendues, ainsi que tous ses s faisant le commerce extérieur, sont baignés par la Mer des illes. Le port principal de la République est La Guaira qui ède un magnifique brise-lames auquel on amorre les navires. ports de Puerto Cabello, Maracaïbo, Carupano, Cumana, nta, sont tous situés sur le lac Maracaïbo, par lequel se fait le merce de transit de l'intérieur de la Colombie. La Vela de ɔ et Ciudad Bolivar sont situés sur l'Orénoque, le plus grand ve du Venezuela et le second comme importance dans l'Amé-e du Sud. Ce fleuve est navigable sur une distance de plu-rs milles et communique avec l'Amazone. La Red D Line est ule ligne nord-américaine engagée dans le commerce entre New k et les ports de l'Amérique du Sud; ses vapeurs partent tous lix jours de New York pour La Guaira et Puerto Cabello, et escale à Curaçao. Ces navires servent au transport des voya-rs et des marchandises aux ports précités, où ils font le trans-lement pour Maracaïbo et Coro. Un des vapeurs de cette e fait le voyage direct une fois par mois, de New York à :acaïbo et Coro. La ligne Transatlantique Espagnole, partant fois par mois de New York, fait escale à l'Ile de Cuba et tinue son voyage pour Puerto Cabello et La Guaira. La ligne andaise qui touche aussi aux différents ports des Antilles, va iite à La Guiria, à Puerto Cabello, à Carupano, à Cumaná et uanto et transporte des marchandises pour Ciudad Bolivar, io Colorado et Guaira qui sont réexpédiées à la Trinité. Les es lignes de vapeurs qui touchent aux ports du Venezuela sont es de la Compagnie Française Transatlantique; de la Hamburg erican; de l'Espagñola Transatlantique; de la Royal Mail et a Veloce. Les lignes West India and Pacific, Harrison et ice, après avoir fait escale à la Barbade, à la Trinité, à La Guaira Puerto Cabello, s'arrêtant à Curaçao, aux ports colombiens, u retour touchant souvent à la Nouvelle Orléans.

Les conditions topographiques du Venezuela ont retardé développement de ses moyens de communication avec l'intérieu Comme tous les pays traversés par les Andes, les obstacles à su monter dans le développement du commerce intérieur sont énorm Le manque de bras et de capitaux d'un côté, et de l'autre richesse naturelle des contrées situées dans la zone torride, le fertilité, leurs superficies immenses encore non cultivées et q sont couvertes de forêts de végétation exubérante, contribuer or principalement au progrès lent jusqu'à l'augmentation de la po pulation, entraînant des besoins jusqu'ici inconnus. Malgré ces conditions, qui sont ressenties dans presque toute l'Amérique du Sud, le Venezuela a actuellement en exploitation les chemins de fer suivants: La ligne allant de La Guaira à Caracas, un des plus importants travaux d'art qui ait jamais été accompli dans l'Amérique Espagnole; cette ligne relie la capitale au principal port de la République; la ligne "Gran Ferrocarril de Venezuela," partant de la capitale et traversant les riches vallées d'Aragua, finit à Valencia, capitale de l'Etat de Carabobo, où elle se relie au chemin de fer allant de Valencia à Puerto Cabello qui est mis en communication avec ce port. Le chemin de fer Central du Venezuela qui part aussi de Caracas, et qui va vers l'est, aboutit définitivement aux riches centres de production de Santa Lucia; la ligne allant de Caracas à Valla; le chemin de fer Bolivar, allant de Tucacas à Barquisimeto, et qui, au moyen de petits vapeurs, se relie à Tucacas, avec Puerto Cabello; la ligne de Barquisimeto poursuivant une direction sud-ouest; la ligne de Ceiba à Valera; celle d'Encontrados à Fría; celles de Carenero à San José, de Guanta à Barcelona, de Maiquetia à Macuto et plusieurs autres lignes projetées. Il y a en plus beaucoup de routes carossables et des sentiers à mulets.

L'agriculture et l'élevage constituent la principale richesse du Venezuela. La diversité du climat, la fertilité du sol, arrosé par des rivières innombrables, ses immenses plaines constamment couvertes de pâturages abondants, n'attendent pour produire les résultats les plus satisfaisants que l'impulsion du capital et du travail. Les principaux produits agricoles sont le café, le cacao, les fèves tonkas, le caoutchouc, le sucre, le tabac, l'indigo et tous les produits de la zone tropicale. Ses ressources en bétail sont très grandes, et c'est seulement le manque de bons moyens de commu-

nications avec l'intérieur du pays qui a retardé son développement. Malgré ceci, le Venezuela fournit le bétail sur pied aux Antilles situées le plus près de ses côtes et aux Guyanes. L'Honorable FRANCIS B. LOOMIS, Ministre des Etats-Unis à Caracas, dans un rapport en date du 19 novembre 1897, addressé au Ministre des Affaires Etrangères, dit: "L'élevage du bétail au Venezuela est une industrie qui peut devenir importante à un certain moment pour porter atteinte au commerce de bétail américain. * * * Cette industrie n'est encore que dans l'enfance ici, mais tout donne lieu de croire qu'elle est susceptible d'un développement énorme. Les terres pouvant fournir de bons pâturages sont d'une vaste étendue."

Il y a dans le pays 226 mines produisant 42 différentes espèces de métaux, dont les principaux sont l'or, le cuivre, l'asphalte, le pétrole, l'urao, le marbre, le sel, etc.

Le principal article d'exportation du Venezuela est le café, dont on consomme une grande quantité aux Etats-Unis, où il est connu sous les noms de "Caracas." et de "Maracaïbo" Les cafés connus sous le nom de "Caracas" comprennent tous ceux qui proviennent du centre du pays et sont exportés par les ports de La Guaira, de Puerto Cabello et de Cumaná, et les cafés connus sous le nom de "Maracaïbo" comprennent ceux qui proviennent de Zulia et de Los Andes, de Trujillo, de Mérida, de Tovar, de Boconó, de San Cristóbal, etc. Les exportations de café du Venezuela aux Etats-Unis, principalement celles provenant de La Guaira et de Puerto Cabello, qui en 1888 se sont élevées à 242,890 sacs, ont diminué en 1893 à 3,718 sacs à cause de l'absence de traités de réciprocité depuis 1892 à 1894. Lorsqu'on a abrogé les représailles de 1894, l'importation de ces cafés a augmenté immédiatement. Des importations de café de Maracaïbo, qui baissèrent considérablement pendant cette période, commencent à augmenter peu à peu. Presque toute la récolte de cette région vient sur ce marché.

Le cacao du Venezuela trouve aussi une vente facile aux Etats-Unis, où il est connu, de même que le café, sous les noms de "Caracas" et de "Maracaïbo," le premier nom comprenant le cacao provenant de Rio Caribe, de Guiria, de Carúpano, de Rio Chico, de Higuerote, et d'autres endroits sur la côte de l'est; l'autre qualité provient des états de Zulia et de Los Andes. On

exporte les peaux et les cuirs, le caoutchouc et les fèves tonkas, les bois de teintures et d'autres produits. D'après la nature des exportations, on verra que les importations du Venezuela comprennent toutes sortes de produits de l'industrie manufacturière, qu'il fait venir de l'Europe et des Etats-Unis; les principales importations de ce dernier pays sont: La farine de blé, le lard, le beurre, l'huile de pétrole, les épiceries de toutes sortes, les huiles et couleurs, le fil de fer bardé, les cordages, les armes à feu, le ciment romain, les drogues et parfumeries, la quincaillerie, le papier et les matériaux pour l'imprimerie, les machines à coudre, le bois de charpente, le tabac coupé pour cigarettes, les machines, la verrerie, les lampes et les tissus. Les principales importations de cette dernière classe de marchandises proviennent de l'Angleterre et de la France, bien qu'il soit reconnu que ces produits de l'industrie manufacturière aux Etats-Unis peuvent faire concurrence avec ceux de l'Europe en qualité, sinon en bas marché.

Les exportations partant de New York pour le Venezuela pendant l'année finissant le 31 décembre 1897, d'après les données fournies au Bureau des Républiques Américaines par le Señor DON ANTONIO E. DELFINO, consul général du Venezuela dans ce port, se sont élevées à $3,183,016.86 en monnaie des Etats-Unis, et en déduisant de cette somme $91,351.76 pour l'or monnayé, il reste un total net de $3,091,665.19—valeur des marchandises exportées. D'après les statistiques du Trésor des Etats-Unis, le commerce du Venezuela avec ce pays, pendant l'année fiscale de 1896, a atteint les chiffres suivants: Importations provenant du Venezuela, $9,649,911; exportations à destination du Venezuela, $3,838,746. En 1893 les importations du Venezuela étaient comme suit: Des Etats-Unis, $4,207,661; de la France, $2,335,300; de la Grande Bretagne, $4,553,287, et d'Allemagne, environ $2,000,000.

Le territoire de la Guyane dans l'Amérique du Sud se compose des possessions anglaise, hollandaise et française. Leurs principales villes sont, Georgetown ou Demerara, capitale de la Guyane anglaise, avec un bon port; Paramaïbo, sur la rivière Surinam, capitale de la Guyane hollandaise, et Cayenne, capitale de la Guyane française, sur l'Océan Atlantique.

Les ressources naturelles de ces colonies sont identiques; elles produisent toutes, la canne à sucre, la plus importante des produc-

ns, le café, le cacao, le riz, les bananes, les bois de construc-
n, d'ébénisterie et l'or. Voici, d'après les rapports officiels, le
nmerce extérieur de la Guyane anglaise; environ la moitié des
portations de la colonie provient de l'Angleterre; un cinquième,
; Etats-Unis, et le reste se répartit entre les autres nations. Les
ncipales exportations de la colonie sont le sucre, le rhum, la
lasse, l'or et le bois de charpente. La plus grande partie du
re vient aux Etats-Unis. En 1895–96 on a évalué le sucre
pédié dans ce dernier pays à $3,150,129, contre $1,685,302
ur l'Angleterre. Les principaux produits qu'on importe des
ats-Unis sont les denrées alimentaires et les provisions de
uche de toutes sortes, tandis que les importations provenant
Angleterre sont les machines, les cotonnades, etc.

Au sujet des importations anglaises, M. PATTERSON, consul des
ats-Unis, dans un rapport publié dans le Tome I des Relations
mmerciales des Etats-Unis, 1895–1896, dit: "Cette colonie
nt tout à fait anglaise, et les habitants étant habitués aux tissus,
x nouveautés, aux chaussures et bottines anglaises, la plupart ne
naît même pas les articles américains. J'ai rencontré beaucoup
Anglais qui préfèrent quelques-unes des marchandises améri-
nes, mais qui ne peuvent pas les obtenir. Une des raisons
ur l'importation d'Angleterre de presque tous les tissus, les
aussures et bottines, se trouve dans le fait que toutes les maisons
nportation ont leurs agents à Londres. Leur crédit y est
bli, et à moins d'y être forcés ils continueront à faire l'importa-
n de Londres. J'ai eu des conversations avec différentes per-
nes sur ce sujet, et j'ai trouvé que l'on croit que l'Angleterre
id à meilleur marché que les Etats-Unis."

La Guyane anglaise maintient des communications régulières
· bateaux à vapeur avec l'Europe et avec les Etats-Unis au
oyen des vapeurs de la Royal Dutch Mail toutes les trois
naines; la ligne Armstrong qui envoie un ou deux vapeurs
is les mois à New York, et la ligne "Quebec" qui fait le ser-
e bi-mensuel. Les tarifs de fret aux Etats-Unis sont modérés et
trajet se fait en dix jours environ.

Dans la Guyane hollandaise, dont le commerce a souffert pen-
nt ces dernières années par suite de la baisse des prix du cacao,
café et de la diminution de la production de l'or, on vient
tablir une nouvelle industrie—l'exploitation de la sève de

balata qui remplace le caoutchouc. Presque la totalité de ce produit est expédié aux Etats-Unis. Les principales exportations de la colonie sont l'article mentionné ci-dessus, le cacao, le café, l'or, les cuirs, les noix de coco, le sucre et les bois; les importations sont les épiceries et les provisions de toutes sortes, la quincaillerie, les tissus, l'huile de pétrole et les planches de pin. La Guyane hollandaise importe des Etats-Unis les épiceries et les provisions, les farines, l'huile de pétrole, les planches de pin et un peu de quincaillerie. Tous les autres produits consommés dans la colonie viennent de l'Angleterre et de la Hollande. La valeur totale des exportations de la colonie aux Etats-Unis pour l'année fiscale se terminant le 30 juin 1896 a été estimée à $957,247 contre $361,657, valeur de ses importations provenant du dernier pays d'après les statistiques officielles du Trésor des Etats-Unis. Les communications avec notre pays se font au moyen de bateaux de la Royal West India Mail.

La Guyane Française possède de riches mines d'or en exploitation. On y cultive le café, la balata, le cacao, et la canne à sucre. Ce pays produit aussi les bois de construction et d'ébénisterie et les plantes médicinales. Les importations des Etats-Unis sont seulement les blés, les épiceries, et les provisions de toutes sortes; toutes les autres importations viennent de l'Europe. Il n'y a pas de lignes de communication régulières et directes avec les Etats-Unis. Notre consul, M. WACOGNE, en parlant du commerce des Etats-Unis avec la Guyane Française, dit dans un rapport publié dans les Relations Commerciales des Etats-Unis, 1895-96, que si les droits de la colonie n'étaient pas aussi élevés le commerce en bois de construction et les importations américaines augmenteraient.

Il ne reste maintenant à citer que l'île hollandaise de Curaçao et la colonie anglaise de la Trinité qui occupent toutes les deux une position géographique exceptionnelle, et possèdent d'excellents ports. Ces îles s'étendent à peu de distance des côtes du Venezuela et servent de point de distribution aux marchandises à destination de cette république et de la Colombie. Presque tous les navires destinés à ces deux contrées font escale à Curaçao. Les seuls produits d'exportation de Curaçao sont le dividivi, les cuirs et peaux, la laine d'une qualité médiocre, les phosphates et le sel. Ses importations comprennent presque tous les produits de

consommation locale, les provisions proviennent presque entièrement des Etats-Unis. A l'exception de quelques marchandises, presque toutes les importations à Curaçao sont expédiées de Panama à l'Orénoque, aux côtes de Venezuela et de la Colombie. M. JARVIS SPENCER, consul des Etats-Unis, dit dans un rapport en date du 9 février 1897: "Je désire m'appuyer sur le fait que Curaçao possède un accès plus facile à toutes les parties de la Colombie et du Venezuela que tout autre endroit qui se trouve en dedans ou au dehors de ces contrées, et par conséquent c'est avec cette partie de l'Amérique du Sud qu'il faut s'efforcer d'ouvrir des relations commerciales au sujet des articles fabriqués aux Etats-Unis. Tout ce qui reçoit l'approbation des marchands de Curaçao trouvera sûrement un débouché dans les contrées précitées et augmentera favorablement, car ses marchands sont entièrement au courant des exigences de leur clientèle."

La colonie anglaise de la Trinité comprend les îles de ce nom et celle de Tabago. Située à quelques milles du delta de l'Orénoque s'étend l'île de la Trinité, la clef de cette grande artère fluviale du Venezuela. Ici, de même qu'à Curaçao, arrivent les articles en transit pour le Venezuela. Port d'Espagne, la ville principale et le port de l'île, possède un ancrage qu'on considère le meilleur des Antilles et où font escale beaucoup de navires en route pour l'Amérique du Centre et du Sud. On maintient des communications entre New York et Port d'Espagne au moyen des vapeurs de la ligne Trinidad et de la Royal Dutch Mail. Il y a les lignes de vapeurs entre Ciudad Bolivar (Venezuela) et Port d'Espagne qui font le commerce sur l'Orénoque.

Les productions principales de l'île sont le cacao, de renommée universelle, le café (en petite quantité), le sucre, l'asphalte, les noix de coco et les bananes. Voici, d'après les statistiques anglaises officielles, son commerce d'exportation en 1896: Importations £2,188,189, exportations £2,165,820. La colonie a importé de Grande Bretagne une valeur de £978,565, et des Etats-Unis une valeur de £458,440, contre £943,888 et £669,950 d'exportations aux deux pays respectivement. Le reste du commerce d'exportation et d'importation s'est fait avec la France, le Venezuela et les autres Antilles. Par suite de la richesse naturelle de ces contrées et l'absence de moyens pour leur développement, le manque d'industries et de moyens intérieurs de communication, le grand besoin de

travailleurs et de capital d'un côté, et de l'autre, l'esprit d'entreprise américain, les ressources que possèdent les Etats-Unis, et leurs immenses industries qui peuvent satisfaire à toutes les demandes de l'Amérique Espagnole, il semble tout naturel que les Etats-Unis, d'après leur position géographique, doivent être les maîtres du commerce extérieur de l'Amérique latine. Toutefois, tandis que les Etats-Unis s'occupaient exclusivement de leur propre développement, l'Angleterre, l'Allemagne et la France s'exerçaient assidûment à chercher des débouchés pour l'excès des produits de leur industrie. Dans l'Amérique Espagnole, ils s'adonnèrent à l'étude des goûts et des nécessités de ces pays ainsi que des moyens d'y établir le commerce rendu plus lucratif encore par l'absence de concurrents.

Le moment arriva où les Etats-Unis désirèrent prendre part à ces bénéfices et ces derniers se mirent à l'œuvre, non pas toutefois en employant le système suivi par leurs rivaux, mais celui qui avait réussi chez eux. Depuis lors, on a fait des efforts plus ou moins suivis pour arriver à un bon résultat, mais tous ces efforts ont été inutiles; on ne peut pas, il est vrai, changer à volonté les courants du commerce; il faut pour s'en emparer, des efforts consciencieux et sérieux. Avant tout, il faut que nous fassions prévaloir d'une manière pratique et digne de foi l'excellence de nos produits et leurs avantages. Il est donc nécessaire d'établir des moyens de communication entre le producteur et le consommateur; d'étudier les goûts, les besoins, les coûtumes, les moyens à la disposition du consommateur, afin de faire face aux nécessités qui existent.

Rien ne parle plus éloquemment en faveur des produits des Etats-Unis comme les imitations européennes qui se vendent sous le nom de produits des Etats-Unis dans l'Amérique Espagnole. Les manufacturiers n'ignorent pas ce fait; toutefois ils ne semblent pas se rendre compte de toute son importance. Ils ne semblent pas non plus avoir étudié un système de crédit qui puisse faire concurrence à celui que l'Europe leur accorde et qui constitue la base de leur prospérité commerciale dans l'Amérique Espagnole, car il faut se rappeler que les paiements se font après la rentrée des récoltes, ces récoltes étant la seule source de revenu de ces pays, et il y a peu de commerçants qui achètent à courte échéance pour vendre avec un système de paiement à longue date. Le producteur et l'acheteur doivent se baser sur

les nécessités du consommateur. Autrement, il n'est pas possible que le commerce soit prospère.

Que les Américains étudient donc sur place, comme le font les Européens, les usages commerciaux, les besoins particuliers, les coutumes du consommateur. Qu'ils établissent des lignes américaines de vapeurs pour faire le service entre les Etats-Unis et l'Amérique Espagnole; qu'ils construisent des chemins de fer américains là où il existe maintenant des lignes françaises, anglaises ou allemandes; qu'ils établissent des maisons américaines pour faire concurrence aux maisons allemandes, françaises et anglaises, et les produits américains, sans autre effort que leur introduction sur le marché, occuperont la place à laquelle ils ont droit en raison de leur qualité, car on a déjà prouvé qu'à de très rares exceptions près, les produits des Etats-Unis font et peuvent continuer à faire concurrence à ceux de l'Europe.

La mesure qui vient d'être poursuivie, prise en faveur du commerce américain par l'Association Nationale des Manufacturiers des Etats-Unis d'Amérique pour l'établissement d'une exposition permanente à Caracas, capitale du Venezuela, mérite la plus grande louange, car c'est la première pierre du bâtiment que tout le continent élèvera au commerce des Américains avec les Américains. Des enterprises d'un caractère semblable, établies dans les autres pays, accompagnées de l'étude des exigences particulières de chacun de ces pays, doivent former la base de la prospérité commerciale des Etats-Unis qui, comme on l'a déjà dit, ce qui, du reste, est bien connu, produisent ou peuvent produire tout ce qui se consomme dans l'Amérique du Sud.

Frau Co. J. Sáenz

L'EXPOSITION TRANS-MISSISSIPPIENNE ET INTERNATIONALE.

La date de l'inauguration de la grande exposition industrielle, agricole et artistique qui aura lieu dans la ville d'Omaha, Etat de Nebraska, est fixée au 1er juin prochain et durera cinq mois. Tout semble indiquer que l'Exposition Trans-Mississippienne

sera, sous beaucoup de rapports, une des plus notables qui ait eu lieu aux Etats-Unis et qu'elle sera féconde en bons résultats. Il n'en peut être autrement, car on y trouvera l'exposition spéciale des ressources et produits de cette région merveilleuse, connue sous le nom de l'Ouest, et dont le progrès et le développement pendant ces dernières années ont étonné tout à la fois les indigènes et les étrangers. En effet, dans les annales du monde on ne trouve aucun exemple d'une croissance comparable à celle de ces Etats de l'Union Américaine, qui constituent la vaste région au delà du Mississippi, et embrassent une superficie de plus de 2,500,000 milles carrés avec une population de presque 20,000,000 d'habitants. C' est là où se trouve le grenier d'abondance de l'Amérique, la région agricole et minérale par excellence, où il existe de grandes forêts produisant d'excellents bois de construction, et les vastes prairies où paissent des troupeaux innombrables qui constituent en eux-mêmes une des plus grandes sources intarissables de la richesse nationale. Mais, par dessus tout, c'est dans cette région merveilleuse de l'Ouest que l'on a élevé dans l'intervalle d'une seule génération, de belles et grandes villes qui figurent au premier rang parmi les centres industriels, artistiques et commerciaux de la contrée, et qui donnent une véritable idée de la culture nationale.

Les ressources illimitées de la grande région de l'ouest seront maintenant exposées peut-être pour la première fois, et c'est justement ce qui donnera à l'Exposition Trans-Mississippienne un caractère spécial qui lui donne droit à l'étude sérieuse de tous ceux qui s'intéressent au progrès de l'Amérique.

Comme on pouvait s'y attendre, le Gouvernement des Etats-Unis a pris une part active à cette grande entreprise, et le Congrès a voté une somme de $200,000 pour faire face aux dépenses se rapportant d'une manière particulière à l'exposition officielle, y compris les bâtiments, le transport, etc.

Tous les Etats Occidentaux et plusieurs des Etats du Sud et de l'Est seront représentés à l'Exposition d'Omaha; mais cette exposition aura aussi un caractère international, car beaucoup de pays étrangers ont accepté de prendre part à l'Exposition d'après l'invitation qui leur en a été faite par le Ministre des Affaires Etrangères, représentant le Gouvernement des Etats-Unis. L'Exposition d'Omaha offre un intérêt particulier aux nations de l'Amérique

atine qui, désireuses comme elles le sont toutes, d'augmenter urs relations commerciales avec les Etats-Unis, ne peuvent anquer de voir dans cet évènement une occasion des plus favo- ables pour faire connaître leurs produits encore plus qu'ils ne le nt aujourd'hui sur les marchés de ce pays, et de venir et d'ob- rver de près l'avancement industriel de cette grande nation. Le mmerce de la plupart des Républiques Latines Américaines, mme on le sait bien, s'est fait pendant plusieurs années, princi- alement avec l'Europe, quoique facile de voir que dernièrement lles ont fait un commerce considérable avec les Etats-Unis, et u'il y a une tendance favorable dans l'augmentation de ce com- erce.

Cependant, il reste beaucoup à faire, et le jour viendra où les méricains du Nord, aussi bien que ceux du Sud, se rappelleront vec surprise le temps où leurs transactions commerciales se bor- aient seulement à l'échange d'une certaine classe d'articles, et où s habitants de quelques-unes des sections les plus étendues de ce ntinent traversaient l'Atlantique pour aller chercher sur les archés de l'Angleterre, de la France, de l'Allemagne et de l'Italie s articles manufacturés que les fabriques des Etats-Unis pro- isent si bien. Il semblera alors incroyable, qu'à la fin du XIX^e^ ècle, les commerçants de quelques endroits de l'Amérique Cen- ale, par exemple, faisaient venir de Hambourg, en Allemagne, r le Cap Horn, ou par le détroit de Magellan, distance d'au oins onze mille milles, des marchandises de différentes classes u'ils auraient pu obtenir facilement aux Etats-Unis, ayant une stance cinq fois moins grand à parcourir.

Dans cet avenir qui n'est pas très éloigné, de nombreux articles ropéens qui se trouvent aujourd'hui partout dans l'Amérique atine, tels que les pianos, les chaussures, la verrerie et les meu- es, d'importation française; les chapeaux, les tissus, les prépa- tions chimiques et pharmaceutiques, les lampes et les jouets qui ennent d'Allemagne; les toiles de lin, les cotonnades et les inages, la coutellerie, les articles en cuir, la papeterie et la quin- illerie de provenance anglaise seront regardés comme de vérita- es curiosités. Il est difficile de croire que même aujourd'hui les achines à coudre allemandes soient expédiées à la République l'Uruguay, ces articles étant, en effet, essentiellement des pro- uctions des Etats-Unis. On exporte des rails des Etats-Unis en

Europe, ce qui n'est certainement pas connu dans beaucoup d'endroits de l'Amérique Latine, puisque dans ces pays presque tout le matériel de chemin de fer, y compris les rails, vient d'Angleterre. Et même, malgré la supériorité reconnue des machines fabriquées aux Etats-Unis sur toutes celles des autres contrées, quelques pays de l'Amérique du Sud achètent encore aujourd'hui en Europe les machines dont ils ont besoin, y compris les machines pour la fabrication du sucre.

Nous avons déjà dit dans le BULLETIN MENSUEL et nous le répétons maintenant, que les industries des Etats-Unis sont, jusqu'à un certain point, inconnues dans l'Amérique Latine, et par conséquent le commerce entre les nations du Nord et du Sud de notre continent n'a pas encore atteint le plein développement dont il jouira plus tard. Les expositions internationales contribuent puissamment à ce dernier résultat, et par cela même nous considérons comme très important l'exposition qui sera ouverte prochainement dans la ville d'Omaha.

Le Bureau des Républiques Américaines apprécie l'importance que cet évènement aura pour les pays qui constituent l'Union Internationale, et il s'intéresse profondément à la réussite complète de cette entreprise. Etant le centre officiel de renseignements, au point de vue du commerce, de la production, de l'industrie, du progrès matériel, et enfin de tout ce qui a trait à l'avancement des Républiques de l'Hémisphère occidental, le Bureau désire que l'Exposition Trans-Mississippienne soit reconnue et appréciée dans toute l'étendue du Continent. Le travail du Bureau comprend un grand nombre de divisions et on n'épargne aucuns efforts pour satisfaire les désirs de tous les gouvernements représentés dans cette Union Internationale. Par l'intermédiaire du BULLETIN MENSUEL, les intérêts industriels et commerciaux reçoivent des informations utiles qui ont trait aux occasions qu'offrent au commerce les contrées de l'Amérique du Sud, en même temps que ces dernières contrées reçoivent les informations les plus récentes relatives aux marchés des Etats-Unis.

Comme une des preuves les plus éloquentes des efforts constants et assidus que fait le Bureau des Républiques Américaines pour encourager le commerce entre toutes les contrées de l'Amérique, on peut mentionner l'Annuaire du Commerce, dont le second volume doit paraître prochainement. Dans cet ouvrage, qui mérite

re considéré comme unique en son genre, on trouve réunie
grande quantité d'informations importantes, pour ne pas
essaires, sur le commerce américain que dans toutes les
ıblications semblables qui circulent dans le monde entier.
livre de référence, l'Annuaire ne peut pas être surpassé, et
pas de l'exagération d'affirmer qu'en se fiant à cet ouvrage,
merçants de l'Amérique du Nord et du Sud peuvent
mieux connaître les ressources de leurs contrées respectives
ant de nombreux ouvrages sur le même sujet.

avons dit de quelle manière imparfaite on connaît, dans
ıue Latine, les productions de l'industrie des Etats-Unis.
irons maintenant quelques mots sur l'ignorance dans
se trouvent les Américains du Nord en ce qui concerne
ées de l'Amérique Latine et leurs ressources. Il y a quel-
ıées les commerçants ne tenaient pas du tout à faire le
:e avec les pays de ce continent, sauf avec le Mexique
ètre avec un ou deux autres pays, et c'est à cela que l'on
ıblissement par l'Europe d'un monopole commercial dans
ıue du Centre et du Sud. On a donné beaucoup de
ıour expliquer cette indifférence commerciale de la part
s-Unis, comparativement aux autres pays du nouveau
:t une d'entre elles, sans doute la cause principale, a été le
ımmerce qui se fait entre les différents états de l'Union,
; toutes les manufactures de cette contrée suffisent à peine.
ınt, plus tard lorsque la production industrielle surpassa
ndes, il devint nécessaire de chercher des consommateurs
;, et naturellement on a pensé à l'Amérique Latine et on
:ncé l'étude de ses marchés. Alors, pour la première fois,
ıpris que ce pays avait abandonné à la spéculation euro-
un champ étendu d'actions, où le génie et l'activité du
méricain auraient pu pendant de longues années récolter
tages inestimables.

ı vérité, lorsqu'on considère la richesse que renferme
mense région qui s'étend depuis le Mexique jusqu'au
est véritablement surprenant qu'elle n'ait pas, dès le com-
ent, réclamé l'attention de la Grande République, comme
l'esprit entreprenant d'une race essentiellement énergique.
ı d'œil jeté sur la carte de l'Amérique suffira pour montrer
ont aujourd'hui les nations américaines d'origine latine et

ce qu'elles doivent nécessairement devenir prochainement. L'immigration européenne dans la République Argentine cause aujourd'hui une transformation aussi prodigieuse que celle qui a eu lieu aux Etats-Unis, et la ville de Buenos Ayres, riche, peuplée et splendide, mérite d'être appelée le New York de l'Amérique du Sud. Quand toute l'Amérique du Sud sera peuplée en proportion à sa superficie territoriale, il y aura dans ce beau continent plus d'habitants que n'en possède l'Europe. L'Amérique Centrale fait de grands pas pour atteindre une position éminente au point de vue commercial, en comparaison avec les autres grandes nations de cet hémisphère, et l'immigration qui cherche déjà à débarquer sur ses côtes fera de cette région magnifique une des parties les plus riches du Globe. Il semble presque inutile de parler du Mexique, dont le progrès dans ces dernières années lui donne droit à se glorifier du génie de ses fils et à recevoir l'admiration du monde entier.

On reconnaît que les expositions universelles sont de puissants facteurs dans l'avancement des arts, des industries et du commerce, et par conséquent toutes les grandes nations en font de temps en temps. La France fait beaucup de préparatifs pour la grande Exposition de 1900, la troisième dans un intervalle de 33 ans. Aux Etats-Unis, en moins de vingt ans, il y a eu l'Exposition Centenaire de Philadelphie en 1876, et l'Exposition Universelle de Chicago en 1893. En plus de celles-ci, il y en a eu d'autres, de moindre importance, qui ont produit quand même de grands résultats. Telles sont les expositions qui ont eu lieu à Atlanta en 1881, à la Nouvelle Orléans en 1884, à San Francisco, Californie, en 1894, la seconde exposition d'Atlanta en 1895, et celle de Nashville en 1897. La Grande Bretagne, depuis une date très reculée, s'est rendu compte de la nécessité d'expositions industrielles, et en 1828, il y en eut une à Londres, qui toutefois ne donna pas les résultats auxquels on pouvait s'attendre. Plus tard, en 1845, l'Exposition des Manufactures, qui eut lieu aussi dans la capitale du Royaume, eut le plus grand succès.

Quatre ans plus tard eut lieu l'Exposition de Birmingham, et celle-ci fut la plus parfaite qui ait eu lieu dans le pays jusqu'à cette date; mais ce ne fut qu'en 1851 que l'Angleterre offrit au monde une des expositions les plus notables du siècle, et dont on

ırae encore un bon souvenir. Les autres nations européennes ont
ı à différentes époques des expositions semblables, en Allemagne,
ı Autriche, en Belgique, en Espagne, en Suisse, en Russie, en
alie, en Suède, en Turquie, en Hollande, en Grèce, en Dane-
ark et en Portugal. Parmi les contrées de L'Amérique Latine
ıi ont suivi cet exemple, nous pouvons citer le Brésil, le Chili,
Venezuela, la Colombie, le Pérou et le Guatémala. Plus le
onde s'avance dans la marche du progrès, plus ces expositions
:viendront plus fréquentes, car rien ne peut donner une idée
ıssi exacte du progrès et des ressources d'un pays, que cette
:ole pratique au moyen de laquelle les nations peuvent apprendre
s'apprécier les unes et les autres, mieux que par tout autre moyen.
renant comme exemple les Etats-Unis, il devient clair que les
ɔmbreuses industries qui y existent, exigent des expositions d'un
ıractère international pour se faire connaître, parce qu'un échan-
llon exposé au public donne une meilleure idée de la production
'une fabrique que toutes les annonces et descriptions que l'on
ɔurrait faire. Pour cette raison, il est désirable d'inviter les
ıtions étrangères à se rencontrer dans ces réunions industrielles
artistiques. Dans le cas actuel, où nous avons une exposition
néricaine, il est de la plus grande importance d'y voir représentée
plus grande partie des nations de l'Hémisphère Occidental.

Laissant de côté la question purement commerciale, c'est un
t que, pendant un concours international, les relations étroites
ıi existent entre les habitants de divers pays deviennent plus
ıicales et donnent lieu à une entente entre les peuples et les
uvernements, et pour cette raison ces expositions, au point de
e politique, doivent être considérées très avantageuses. D'ail-
ırs, elles tendent en Amérique à faire disparaître certaines
'eurs existant encore relativement aux tendances politiques de
le ou telle république. On ne peut pas trop appuyer sur
vantage qui peut résulter de la connaissance intime de ces deux
ındes races peuplant cet hémisphère, afin que les rivalités, qui
istent depuis de longues années, soient à tout jamais effacées.

La ville où se tiendra l'Exposition Trans-Mississippienne est une
ces merveilleuses créations de l'énergie et de l'activité de l'Ouest
s Etats-Unis. La ville d'Omaha, dont la fondation remonte
peine à quarante-quatre ans, a aujourd'hui plus de 140,000

habitants, et elle est le centre d'un grand commerce et la tête de ligne de chemins de fer d'une grande importance. Depuis ce temps, cette ville est devenue le point de jonction de 14 lignes de chemins de fer qui la mettent en communication avec les côtes de l'Atlantique et du Pacifique, aussi bien qu'avec le Golfe du Mexique. On peut voir ainsi de quel accès facile est l'Exposition Trans-Mississippienne à tous ceux qui désirent la visiter, et il est à espérer que les contrées de l'Amérique Latine desireront profiter de l'occasion qui leur est offerte de venir et de constater de leurs propres yeux l'état d'avancement et de culture qu'on a atteint dans la grande région ouest des Etats-Unis. Cette immense région, où, il y a un demi siècle à peine, on voyait encore des bandes de sauvages et des troupeaux de bisons, et où l'entreprise, d'une civilisation sans précédent, a élevé comme par enchantement des villes splendides qui peuvent rivaliser en richesse, en culture, et en bon goût avec les capitales les plus belles de l'Europe et de l'Amérique.

Quand on parle des Etats-Unis à l'étranger, l'Ouest est souvent oublié; de sorte que même des hommes d'Etat et des écrivains éminents s'imaginent que la vitalité et la force de cette nation est renfermée exclusivement dans les Etats de l'Est, erreur profonde qui a contribué en partie à une fausse appréciation de la grandeur de l'Union Américaine. Il y en a qui s'imaginent que lorsqu'on a mentionné Boston, New York, Philadelphie, Baltimore, Washington et la Nouvelle Orléans, il ne reste plus rien à dire à propos des villes des Etats-Unis. Et ceci même après l'Exposition Universelle de Chicago, qui a été pour beaucoup de pays une véritable révélation!

L'Amérique Latine s'est fait des idées plus correctes au sujet de la situation de la grande région ouest des Etats-Unis, depuis que la Conférence Internationale Américaine a eu lieu et que ses délégués, nommés à cet effet, ont visité les différentes parties de la République, en comprenant dans leur itinéraire plusieurs villes de l'Ouest. Il se présentait alors pour ces délégués une occasion propice d'étudier le progrès rapide des parties occidentales de ce pays, et on sait qu'ils ont exprimé la plus grande admiration pour le développement industriel que beaucoup sans doute ne s'attendaient pas à voir. Neuf ans se sont écoulés depuis cela, inter-

valle qui, autre part, ne signifie pas grand chose, mais qui, considérant la rapidité vertigineuse avec laquelle s'avance l'Ouest, peut produire des transformations surprenantes dans ce pays de merveilles; et si quelques-uns de ceux qui visitèrent cette région en 1889, reviennent pour l'Exposition d'Omaha, ils ne croiront pas possible que tant de changements aient pu avoir lieu en moins de dix ans.

Une exposition américaine internationale qui aurait lieu dans une des grandes capitales de l'Amérique Latine, dans la ville de Mexico par exemple, amènerait des conséquences excellentes pour les intérêts commerciaux de notre continent, et coopérerait puissamment à la réalisation des projets que la Conférence Internationale Américaine avait en vue en recommandant l'établissement de ce Bureau. Les hommes d'un esprit élevé qui sont intéressés dans l'avancement intellectuel et matériel de nos pays, devraient aider à la réalisation de cette idée afin qu'on puisse voir, à l'aurore du XX^e^ siècle, la réunion fraternelle des deux grandes races de notre Amérique dans un grand concours artistique, industriel et agricole.

A. Guzmán

BRÉSIL.

ÉLECTION DU PRÉSIDENT ET DU VICE-PRÉSIDENT.

Aux élections générales qui ont eu lieu au Brésil le 1^er^ mars dernier, les Senhores CAMPOS SALLES et ROSA SILVA ont été élus presque à l'unanimité, Président et Vice-Président de la République, pour les quatre années suivantes. Le Senhor SALLES est maintenant Président de l'Etat de São Paulo, et il s'est distingué dans les affaires publiques du Brésil pendant plusieurs années. L'inauguration aura lieu au mois de novembre prochain.

EFFORTS POUR RÉSISTER A LA CONCURRENCE COMMERCIALE.

M. WAGSTAFF, consul général britannique à Rio, en vue du danger qui menace la suprématie commerciale britannique au Brésil, vient de publier une lettre circulaire proposant de tenir au consulat, de temps en temps, des réunions pour considérer quelles mesures il faut prendre pour faire face aux conditions commerciales qui menacent ses compatriotes dans cette République. Afin que les habitants des Etats-Unis, intéressés dans le commerce de Rio de Janeiro, puissent se faire une idée des efforts employés par le Consul-Général WAGSTAFF, la circulaire est donnée en entier dans le Bulletin.

CONSULAT GÉNÉRAL BRITANNIQUE,
Rio de Janeiro, le 31 janvier 1898.

La concurrence commerciale toujours croissante, commence à convaincre tous ceux qui s'intéressent au commerce, de la nécessité de ne laisser échapper aucune mesure qui leur permettrait non seulement de développer leurs relations commerciales, mais aussi de conserver la position qu'ils se sont déjà assurés dans les différents marchés du monde.

Les manufacturiers, les commerçants et les classes commerciales de toutes les nations reconnaissent cette nécessité, et l'intérêt que montre le gouvernement britannique en ce qui concerne la suprématie commerciale de notre pays est apparent à tous.

On a remarqué qu'en différents endroits des associations commerciales ont été organisées ayant pour objet spécial, l'avancement des intérêts britanniques, et les négociants et les agents expéditeurs britanniques pourront considérer avantageusement l'organisation d'une société semblable où l'on pourrait considérer aux réunions, ayant lieu à des intervalles réguliers ou quand l'occasion le demanderait, les questions qui affectent le commerce entre la Grande-Bretagne et ce pays.

Le consul général de Sa Majesté contribuera de son mieux à la réalisation de ce plan. Il trouve que les négociants pourraient se réunir périodiquement au consulat où dans une salle leur sera réservée, et que les délibérations de ces réunions et les actions qui en résulteraient pourraient former une partie du travail du Département Commercial du Consulat.

CONTRAT POUR LA FOURNITURE DE PIÈCES DE NICKEL.

Le gouvernement brésilien vient de mettre en adjudication la frappe de 20,000 contos de reis de monnaie de nickel de 100 et de 200 reis. Conformément aux termes de la mise en adjudication, des soumissions seront reçues à la délégation du trésor brésilien, à Londres, pour la fourniture de 50 millions de pièces de

de 200 reis chacune, et 100 millions de pièces de nickel
) reis. L'alliage de ces pièces sera de 25 % de nickel et 75
cuivre. Les pièces de 200 reis pèseront 15 grammes, et
le 100 reis, 10 grammes. Les monnaies devront être livrées
n délai de huit mois, compté du jour de la signature du
:. Le soumissionnaire devra fournir caution de £10,000
urront être en titres de la dette extérieure du Brésil.

—La valeur nominale du milreis en or est de 54.6 cents. La valeur réelle du
n papier, en monnaie des Etats-Unis, est actuellement de 14 cents.

COMMERCE AVEC LES ETATS-UNIS.

ıcien Ministre des Etats-Unis au Brésil, feu M. THOMAS L.
ɔsoN, publie dans le "Forum" du mois de mars un article
et intéressant au sujet des ressources du pays, près du gouv-
ɛnt duquel il était dernièrement accrédité, et des relations com-
les qui devraient exister entre les Etats-Unis et cette Répu-
. Les extraits suivants sont empruntés du rapport, tel qu'il
ıublié:

étonnant le peu que savent les commerçants américains en général, non
ıt sur le Brésil, mais sur tous les pays qui se trouvent au sud des Etats-
Ils ignorent que le chemin de fer est presque terminé qui leur permettra
ɛrser le continent de Valparaiso à Buenos Ayres en wagons aussi com-
ɥue ceux de Pullman. * * * Tandis qu'ils cherchent dans l'Orient loin-
acheteurs pour l'excès de la production de notre pays, tant agricole
ɜtrielle, les commerçants américains, en général, négligent les oppor-
ɥue leur offre ce vaste continent qui se trouve, pour ainsi dire, au seuil
.e leurs fabriques et de leurs fermes. Ils ne se rendent pas compte en
mps, que les Etats-Unis, qui achètent la plus grande partie des produits de
ɥue du Sud, paient constamment à l'Europe, par l'échange, un énorme
ıon seulement sur ce qu'ils achètent dans ce marché, qui est le debouché
proche et le plus naturel pour leurs produits, mais sur tout ce qu'ils y
. Si nous nous servions intelligemment des marchés que nous offrent
, le consommateur américain économiserait non seulement la différence
ge qu'il paie actuellement à son plus entreprenant rival européen, qui l'a
dans l'exploration et le développement des vastes ressources des Répu-
lu Sud, mais aussi ces marchés avant peu, tourneraient la balance du trafic
ır des Etats-Unis. * * *

ɔ de Janeiro, la principale ville commerciale du Brésil, avec une popula-
près de 750,000 d'habitants, il n'existe aujourd'hui même qu'une seule
commerciale américaine, pour ainsi dire, au capital considérable. Dans
. République d'une population de 16,000,000, il n'existe que deux de
isons. La colonie américaine compte probablement 500 personnes

enregistrées, y comptant quelques acheteurs de café (agents exclusivement), agriculteurs, clercs, artisans, dentistes et autres hommes de profession, répandus partout dans le pays, tandis que les colonies anglaise, française, allemande, portugaise et espagnole comptent, respectivement dans l'ordre nommé, plusieurs milliers d'habitants, représentant des centaines de millions de dollars placés dans les enterprises commerciales, minières, de banques, de transports et autres, qui rapportent des dividendes lucratifs. * * * Je crois que le Brésil offre un vaste champ à l'énergie et à l'entreprise, pourvu toutefois qu'elles soient bien dirigées par un esprit administratif et qu'elles soient soutenues par des capitaux suffisants. C'est particulièrement évident qu'un grand nombre d'Américains actifs et intelligents engagés dans les enterprises industrielles au Brésil pourraient exercer une influence marquée sur le développement des ressources naturelles, et conséquemment sur l'augmentation de la richesse, aussi bien que sur le détournement du flot du commerce vers les Etats-Unis.

PERSPECTIVES COMMERCIALES.

M. CHARLES P. KING, un américain établi négociant-commissionnaire à Rio de Janeiro, donne aux jeunes gens les conseils suivants dans le journal "Farm Machinery," au sujet de perspectives commerciales qu'ils peuvent avoir au Brésil. M. KING dit qu'il est inutile d'aller dans ce pays sans des capitaux suffisants pour s'y établir—

Mais que pour ceux qui possèdent des moyens, il se présente des occasions splendides pour l'établissement de toutes sortes d'industries manufacturières. C'est à peine, si les habitants fabriquent un article de consommation. On fait venir de l'étranger les vêtements, les tissus, les chaussures, la quincaillerie, les instruments agricoles, et même tous les articles d'usage ordinaire. Les droits d'importation sur tous les articles sont très élevés et permettraient au fabricant de vendre avec de beaux bénéfices. La part des Etats-Unis dans le commerce de la République est très petite, et il n'y a aucune ligne américaine de navires marchands allant aux ports brésiliens. Si nos manufacturiers et nos commerçants adoptaient un meilleur système, le commerce que l'on ferait entre les deux contrées atteindrait des proportions énormes.

D'abord il est nécessaire de faire comme les Anglais, les Allemands et les Français; ces pays entretiennent des agences régulièrement établies sous la direction d'hommes qui parlent la langue du pays. Un commerçant américain envoie au Brésil un de ses commis voyageurs qui n'est pas au courant des usages de la contrée et qui ne sait pas un mot de portugais. Il revient aux Etats-Unis, et parce qu'il n'a pas pu vendre de marchandises, n'ayant à sa disposition pour se faire comprendre d'autres moyens que des signes et des gestes, il dit qu'au point de vue commercial on ne peut rien faire dans ce pays. De plus, les Européens accordent aux commerçants de longs termes de crédit. Ce système a été en vogue pendant de longues années, et les Américains du Sud détestent le système des yankees qui exige le paiement à trente jours. Ils aiment mieux ne pas faire

: commerce avec des négociants qui se montrent si difficiles pour les paiements. aturellement, les Anglais et les Allemands qui accordent de longs termes de édit, obtiennent un profit considérable à cause de la mode de règlement sans ırir de bien grands risques. Il n'existe aucune raison qui empêche les Amériins d'adopter le même système; et ils seront bien obligés d'agir ainsi s'ils tienıt à s'emparer de ce commerce.

COLOMBIE.

RESSOURCES MINÉRALES.

Pendant ces dernières années les mines de l'Afrique du Sud, de Australie et d'autres régions reculées du monde ont détourné ıttention des Américains et des Européens des vastes régions à chesses minérales inexploitées qui se trouvent dans leur voisinage. es conditions existantes dans ces pays lointains étant enfin entrées ıns leur état normal, l'entreprise se contente des occasions qui se contrent plus près. La République de Colombie offre actuelleıent de grandes occasions très attrayantes dans cette industrie éciale. Pendant ces dernières semaines on a organisé à Londres sur le continent plusieurs nouvelles compagnies pour développer les merveilleuses ressources minérales du pays.

Le numéro du 30 avril "Mining and Engineering Journal," puılié à New York, contient un récit étendu et instructif par M. RANCIS C. NICHOLAS sur les mines d'or de la Colombie et sur les avaux d'exploitation qui s'y poursuivent maintenant. On donne ace dans le BULLETIN MENSUEL aux extraits suivants tirés du pport de M. NICHOLAS, aux paroles de qui on peut toujours fier.

L'exposé présenté ici, se base sur les explorations faites en Colombie depuis Golfe de Darien, à travers le pays, jusqu'à un point sur l'Océan Pacifique, au ssous de Buenaventura; de la frontière est de la République, près du Venela, jusqu' à la rivière Magdalena; et de la côte nord, aux régions internes des ıdes. On peut diviser la Colombie, d'une manière générale, en quatre riodes de formations géologiques:

1. Les régions aurifères, s'étendant depuis l'Equateur à la partie ouestntrale du pays, passant par Antioquia à travers le fleuve Magdalena jusqu' à e partie de l'Etat de Santander, et se terminant dans les districts élevés de tat de Bolivar.

2. Les chaines de montagnes des deux côtés des régions aurifères montrant ırs sédiments redressés, non aurifères eux-mêmes, mais contenant des

placers aurifères ayant leur origine apparemment dans les régions aurifères adjacentes.

3. Les vastes régions situées au nord des montagnes et au sud-est dans la direction de l'Amazone, où il se trouve des dépôts inférieurs, des marécages, et des *sienegas* de peu d'intérêt pour le mineur.

4. Les immenses cordillères isolées de la Sierra Nevada de Santa Marta, situées sur la région orientale de la côte du Nord.

Une description détaillée présenterait de nombreuses exceptions à ce tracé général; par exemple, dans les cordillères orientales des montagnes du côté du Venezuela, il y a des masses de rocs volcaniques et les violentes actions sismiques y sont fréquemment ressenties; dans les cordillères occidentales, il y a des formations ignées étrangères et l'Isthme de Panama, différant sous bien des rapports des autres régions de la Colombie, n'y est pas compris.

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Il y a sans doute dans la Colombie des placers aurifères des plus importants; il y en a qui sont formés par l'érosion directe qui a lieu dans les régions aurifères, et d'autres par les mouvements secondaires parmi les dépôts qui ont été déplacés de leurs positions primitives, et dans ces formations la question à étudier est l'étendue de pays érodé de manière à former des concentrations et des dépôts aurifères. Ceci s'applique aussi aux rivières dont quelques-unes contiennent sans contredit, de grandes quantités d'or. Malheureusement la pierre qui forme le lit est très molle et les courants ont en général creusé le lit à une telle profondeur, qu'il est impossible de les détourner. Quelques-unes des rivières sont favorables à cette classe d'entreprise minière, mais on doit se rappeler en considérant ces entreprises, que souvent les rivières ne traversent pas les formations aurifères, et par conséquent le point important qu'on doit considérer est l'étendue de la surface emportée par la rivière; et naturellement la quantité de matériel apporté à une rivière, favorablement située pour le détournement de ses eaux, n'est pas aussi grande que dans les rivières inférieures drainant une contrée plus étendue.

Ce qui précède est tout simplement un résumé général de certaines conditions se rapportant aux mines d'or de la Colombie qui existent dans les divisions géologiques ci-dessus mentionnées.

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En parlant d'une manière générale des mines de Colombie, il faut exercer beaucoup de soin en choisissant parmi les mille et mille mines qui ont été exploitées et qui attendent maintenant des acquéreurs. Les lois sous lesquelles ces propriétés peuvent être acquises sont très faciles, et on peut obtenir une concession à très bas prix. Pour cette raison les propriétaires sont nombreux, et on peut dire pour le bien des mineurs que le pays a été assez bien occupé, mais les capitalistes ou syndicats trouveront d'excellentes mines à exploiter dans de très bonnes conditions, quelques propriétaires ne pouvant pas s'attendre à exploiter leurs mines eux-mêmes.

Il peut être bon pour les Américains qui se rappellent la spéculation et la faillite désastreuse de l'El Christo Mining Company de savoir que cette propriété donne encore des rendements et qu'elle a été exploitée avec bénéfice pendant

plusieurs années. Après la faillite de la compagnie, la mine fut saisie par les employés en Colombie pour se payer de salaires qui leur étaient dus. Ils s'en débarassèrent en la vendant à un syndicat anglais qui en fit l'exploitation, et en trois mois paya le prix d'achat et toutes les dépenses par suite d'une riche dévouverte; depuis lors cette propriété a donné de jolis rendements et elle est encore profitable, bien que ce soit une mine d'argent, ce qui est un désavantage.

Les régions minières de l'Etat de Tolima, où est située la mine d'El Christo, se trouvent toutes à une distance de deux ou trois jours de voyage de la ville de Honda.

Dans ce district on exploite d'autres mines d'argent, notamment la vieille mine de Frias, considérée par beaucoup de personnes comme la meilleure propriété de l'Amérique du Sud. On rapporte qu'elle paie de £40,000 à £50,000 par an, à raison de 50 cents l'once d'argent.

Une compagnie anglaise exploite avec profit la mine d'El Rosario que l'on croit très riche. La mine Calamente est aussi exploitée par une compagnie anglaise, et quoique le minerai soit de qualité inférieure, les rendements sont bons. Dans toutes ces mines d'argent on concentrait les minerais et on en expédiait le produit en Angleterre pour y être fondu.

Il est probable que la vieille mine de Santa Ana, en exploitation depuis 1826, sera réouverte. Elle appartient au Gouvernement qui l'a louée à des capitalistes anglais. On a creusé jusqu'à une profondeur de 1,000 pieds environ, et les minerais peuvent être fondus sur place. C'est cette mine qui autrefois fournissait l'argent fin avec lequel on fabriquait les vieilles pièces de monnaie colombienne, qui jouissaient d'une prime sur toutes les autres monnaies.

L'Etat de Tolima possède des placers aurifères très étendus, dont quelques-uns sont exploités avec profit. La propriété d'une compagnie anglaise, "Colombian Hydraulic", connue sous le nom de Mal Paso, donne encore des résultatus excellents. Dernièrement les mineurs traversèrent un faux lit de rocs, d'argile et de schiste et rencontrèrent des gisements étendus de riches graviers aurifères.

Une autre compagnie anglaise exploite une mine connue sous le nom de La Rica, où il se rencontre, dans des conditions très favorables, de nombreux lits de gravier aurifère de qualité inférieure, et la propriété donne de bons rendements.

Un américain exploite la mine de Cajongra, qui jusqu'ici a réussi à faire ses frais, tout en exploitant les régions inférieures pour arriver aux meilleures parties des couches de gravier. Les moniteurs remuent à présent de bon gravier et on attend de bons résultats. Les mines d'Orita et Malbar sont exploitées par des compagnies anglaises avec peu de profits. Elles possèdent des rives étendues de gravier aurifère et abondance d'eau. Les mines de Barrito et de Tablaza sont exploitées aussi par des compagnies anglaises, mais jusqu'ici elles n'ont pas rapporté de bénéfices. Une compagnie anglaise a acheté et fait des préparatifs pour mettre en exploitation les mines de Paroquia, où il y a abondance d'eau et d'excellents résultats en perspective.

Une compagnie française exploite la mine de Pavas, et elle a fait venir l'eau à travers la rivière Guarino au moyen d'un siphon avec une chute de 2,000 pieds, en se servant au fond de la mine de tuyaux d'une grande résistance; mais lorsqu'on en a laissé passer l'eau, elle a jailli avec une grande force à travers le

fer même, quoiqu'on ne pût apercevoir aucune ouverture. Les jointures étaient hermétiques et les tuyaux renforcés de bandes de fer. La propriété a de riches graviers, mais on n'a pas encore fait connaître les résultats. Une compagnie allemande exploite les mines de Purnio. Celles-ci ont de riches graviers; la compagnie emploie un procédé breveté, et tient secret les résultats. On croit que cette compagnie fait beaucoup d'argent et elle semble satisfaite des résultats obtenus.

Dans Tolima, il y a encore une grande étendue de placers aurifères qui ne sont pas en exploitation, mais qui appartiennent presque entièrement à des propriétaires du pays attendant une bonne occasion pour disposer de leurs propriétés.

Dans l'Etat d'Antioquia, il y a un grand nombre de mines qui, exploitées sur une petite échelle avec des machines inférieures, donnent de bons résultats. La meilleure de ces mines est probablement celle de Pedro, et l'exploitation de gravier choisi rapporte $5,000 par mois. Les différentes mines de quartz et de placers ne rapportent quelquefois que $500 par an, mais le rendement moyen de beaucoup de ces mines est de $1,000 à $3,000 par mois. Tout le long des rivières, il y a beaucoup de personnes occupées à laver l'or pendant la saison sèche, et qui gagnent pour ce travail de $1 à $2 par jour et quelquefois plus.

Les envois d'or de Medilla, capitale de l'Etat, sont évalués à $300,000 par mois. Le 23 février une caravane de mulets apporta de l'intérieur à Puerto Barrios de l'or pour une valeur de $1,240,000, provenant en grande partie, disait-on, de la Mine Crystalas, exploitée par une compagnie française. La Mine de Pluma, exploitée par une compagnie anglaise, donne aussi d'excellents résultats.

Les intérêts miniers sont probablement plus actifs dans l'Etat d'Antioquia que dans toute autre partie de la République, mais par suite de la richesse des dépôts, le nombre des indigènes qui travaillent avec des machines inférieures est plus grand que celui des compagnies étrangères qui ont des machines perfectionnées.

Dans la partie basse d'Antioquia, le long des rivières de Cauca et de Nache, on y fait une exploitation minière considérable et une ou deux grandes compagnies anglaises font l'exploitation des mines de quartz. On expédie l'or directement à Barranquilla. On dit à Antioquia, il y a beaucoup de terrains non occupés, mais je pense que les meilleurs terrains ont été pris.

Dans les régions de Choco, la partie occidentale de la Colombie, les petites exploitations et les lavages à main produisent environ $500,000 par an, et l'on fait dans le sud de l'Etat de Cauca beaucoup de travail au moyen de la main d'œuvre et des écluses.

CONCESSION DE CHEMIN DE FER.

Le 8 mars dernier le Ministre HART a envoyé de Bogotá, au Département d'Etat, une copie du contrat, accordant au Señor JUAN BAUTISTA Y TRUCO la construction d'un chemin de fer allant du port de Girardot à la Savane de Bogotá.

Le concessionnaire s'engage à construire le chemin de fer de

Girardot et à le livrer, complètement terminé, à l'exploitation dans l'espace de cinq années. Il est obligé aussi de remplacer la voie actuelle par une voie de 1 mètre de largeur et à terminer tous les travaux et les terrassements nécessaires; il doit aussi remplacer les rails de la ligne par d'autres pesant vingt kilogrammes le mètre linéaire; remplacer les locomotives par d'autres ne pesant pas moins de 30 tonnes chacune, et le reste du matériel roulant par un autre matériel propre à une voie de 1 mètre. Tout ce travail doit se faire dans les cinq ans. Les dix premiers kilomètres de la ligne de Juntas de Apulo à Bogotá doivent être construits dans un an à partir de la date du contrat. Dans le cas où ces conditions ne seraient pas remplies, le contrat sera annulé, à moins, toutefois, que le délai ne soit reconnu indispensable par le Gouvernement.

Tout le matériel roulant de la ligne, qui est maintenant en construction et en exploitation, doit être réparé et renouvelé en partie dans huit mois après l'approbation du contrat, afin qu'à cette date il soit en condition parfaite, trois locomotives réparées, une nouvelle locomotive de 25 tonnes, deux wagons de voyageurs de première classe, trois wagons de voyageurs de seconde classe, vingt wagons de marchandises et quatre wagons pour le transport de bétail. On devra élargir les dépôts du port de Girardot de manière à suffire à toutes les exigences du trafic.

Le concessionnaire doit fournir une garantie personnelle de $50,000 en or au crédit du Ministre de Hacienda qui reviendra au Trésor de Colombie si le concessionnaire manque à ses obligations.

GUATÉMALA.

OCCASIONS POUR LE DÉVELOPPEMENT DU COMMERCE.

Le journal "Farm Implement News" de Chicago a publié dans son numéro du 24 mars, un article très intéressant sur le climat, le sol, les productions et autres du Guatémala. Voici un extrait des renseignements démontrant la possibilité de développer le commerce des Etats-Unis avec ce pays:

Ici les affaires s'améliorent. La nouvelle administration organisée immédiatement après l'assassinat de Barrios s'est montrée sage et modérée, et ayant pour

soutien le congrès actuellement en session, la confiance semble être entièrement rétablie; la tranquillité règne donc dans toute l'étendue de la République. La baisse considérable du change pendant les deux dernières semaines nous donne la meilleure preuve que la crise est passée et qu'on ne prévoit aucune agitation. Par suite de la bonne récolte du café (ressource principale du pays), qui a réussi mieux qu'on ne s'y attendait, le commerce s'est amélioré dernièrement et les prix du café ont haussé considérablement. L'effet ressenti dans ce pays est semblable à celui qui a été ressenti aux Etats-Unis par suite d'une abondante récolte de blé et d'une hausse des prix. Avec une amélioration dans la condition des affaires et une bonne administration, on n'a aucune raison de craindre des agitations politiques, et la République devra faire des progrès dans le développement de ses grandes ressources naturelles.

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Le sol du Guatémala est en général riche et excessivement fertile, les productions variant selon l'altitude et la température. Dans la zone torride on cultive les fruits tropicaux: le riz, le coton, le cacao, le caoutchouc, la vanille, etc.; dans la zone tempérée: le café, le sucre, le maïs, le tabac, les haricots, le raisin, etc., et dans la zone froide: le blé, l'avoine et le seigle. On cultive partout les fruits intertropicaux. et comme les vallées de la zone du Nord se trouvent un peu au-dessus de l'altitude moyenne et sont par conséquent riches et chaudes, dans le même voisinage on trouve presque toutes les espèces de produits. On y trouve les meilleures oranges et les meilleurs citrons.

Bien qu'on puisse cultiver avec profit et en abondance tous les produits mentionnés, le café est la principale source de revenu du pays, parce que c'est la culture qui rapporte le plus d'argent avec le moins de travail. Pour la même raison on pratique sur une grande échelle l'élevage des bêtes à cornes. En effet le manque de travail a retardé beaucoup le développement agricole parce que les Indiens ou travailleurs indigènes ne veulent pas en général entrer en service. Donc l'immigration d'ouvriers étrangers est très nécessaire et vivement désirée. Les mines d'or et d'argent, les forêts de bois précieux sont aussi des richesses non exploitées par suite du manque de bras. Comme au Mexique et dans les autres pays de l'Amérique du Sud, les habitants se composent de blancs, d'indiens et de métis. Les blancs, ou du moins ceux qui se disent comme tels, composent environ un tiers de la population.

La principale exportation est le café; on exporte aussi une grande quantité de peaux, de cuirs, de sucre, de bois de charpente et de fruits. C'est en Europe qu'on expédie les meilleures qualités de café. Les principaux articles d'importation sont les cotonnades et les lainages, le fer ouvré, les machines, les meubles, le blé, les viandes conservées, les drogues, les médicaments, les vins et les liqueurs. La plupart de ces articles, à l'exception de la farine, sont importés de l'Europe parce que le commerce est le plus souvent entre les mains d'Européens résidant ici, presque tous des Allemands—état de chose qui n'existerait pas s'il y avait des moyens de transport suffisants entre le Guatémala et les Etats-Unis.

L'achèvement du chemin de fer du Nord reliant Guatémala à Puerto Barrios sur l'Atlantique mettra ce pays en communication directe avec les Etats-Unis, et les bateaux à vapeur qui font le service sur l'Océan Atlantique assureront le transport

marchandises provenant de cette direction. On a déjà construit et mis en loitation une partie de cette voie sur une longueur de cent trent-cinq milles, et ıme la vie et le progrès du pays dépendent de son achèvement, le retard occaıné par l'assassinat du Président Barrios dans la construction des soixante es qui restent ne saurait être de longue durée. Quand cette ligne sera terée, les produits des Etats-Unis, au delà du Golfe et des ports sur l'Atlantique, ıveront un débouché dans le pays, et les voyageurs américains viendront jouir e doux climat ainsi que des paysages qui sont magnifiques.

Quoique ce pays soit si riche en ressources agricoles et en terres non encore ivées, on ne demandera jamais une grande quantité d'instruments agricoles, le terrain est trop morcelé et trop inégal pour l'emploi considérable de heuses et moissonneuses; mais on demandera beaucoup de charrues, de ts instruments agricoles, de moulins à vent, d'ustensiles pour la fabrication sucre, de fil de fer bardé, de clous, de quincaillerie, etc., et ces articles devraient venir tous des Etats-Unis se trouvent sur les marchés provenant fabrication européenne. J'ai vu ici en activité plusieurs moulins à vent ·igine américaine; plusieurs d'entre eux venaient de Chicago via San Fran-o. Lorsque le chemin de fer du Nord sera achevé, ces marchandises seront édiées via la Nouvelle Orléans et de là par mer, à Puerto Barrios, route la directe qu'on puisse imaginer.

TREPRISES DE CHEMINS DE FER ET DE BATEAUX À VAPEUR.

Dans une communication de Guatémala, en date du 2 avril 98, M. Beaupré, consul général, informe le Département d'Etat e le 23 mars dernier, l'Assemblée Nationale du Guatémala a ciellement autorisé le Président Cabrera à affermer ou à vendre chemin de fer du Nord de Guatémala ou encore à conclure un ıtrat qui puisse assurer son achèvement le plus tôt possible et ıs des conditions les plus avantageuses pour la nation.

Comme on l'a déjà dit maintes fois dans le Bulletin Mensuel, construction de cette ligne est le travail le plus important qu'on entrepris au Guatémala depuis plusieurs années. C'est le feu ésident Barrios qui avait eu l'idée de ce chemin de fer; aussi, it-ce son projet favori pendant qu'il était au pouvoir. On a nplètement achevé la partie de la ligne s'étendant de Puerto rrios sur le golfe du Honduras, jusqu"à San Augustine, soit une tance de 133 miles; on a fait le lever des plans du reste de la ne à la ville de Guatémala (environ 56 miles); on a choisi nplacement de la route et reconnu la possibilité de sa construcn.

Une fois achevée, cette ligne ouvrira à l'exploitation les plus ıes parties de la République produisant le café, de même que

les régions minières, les forêts, et fournira, on l'espère, à cette partie du pays, les occasions de développement si longtemps désirées.

Puerto Barrios se trouve à une distance d'environ 800 milles de la Nouvelle Orléans, et avec l'achèvement de cette nouvelle ligne, il sera très facile de transporter les marchandises américaines, et les commerçants de cette contrée pourront se rendre avec facilité et promptitude aux marchés du Guatémala. Par conséquent, le commerce des Etats-Unis augmentera d'une manière très importante.

En parlant de l'occasion d'acheter ou d'affermer cette ligne, le Consul Général BEAUPRÉ dit:

> Les capitalistes étrangers comprendront bien l'importance de cette ligne comme placement, et je crois qu'il n'y a pas l'ombre de doute de la voir achevée en trois ans. Les Américains qui désirent placer leur argent dans des entreprises étrangères feront bien d'examiner la situation. On peut obtenir une concession importante et acquérir la ligne déjà achevée, pour moins de la moitié de la valeur première.

L'Assemblée Nationale a, en plus, autorisé le Président à passer un contrat avec la "Pacific Steam Navigation Company" et la "Campañía Sud Americana de Vapores" du Chili pour le transport des malles-postes entre le port d'Ocos et le Chili, pour une somme de $15,000 par an qui sera portée jusqu'à $30,000 lorsque ces navires auront continué leur service jusqu'à San Francisco.

On a remarqué dans un numéro précédent du BULLETIN MENSUEL que ces deux lignes de vapeurs, qui avaient autrefois Panama comme point nord le plus éloigné, ont récemment prolongé leur route jusqu'aux ports de l'Amérique Centrale, avec l'intention de poursuivre avant peu jusqu'à San Francisco.

Comme supplément au rapport précité, le consul général BEAUPRÉ informe le Département d'Etat dans une lettre du 6 avril, que le Gouvernement du Guatémala a passé un contrat avec MM. MAY & JEKYLL, sujets des Etats-Unis, pour l'exploitation du chemin de fer du Nord. Ces messieurs recevront une prime de $40,000 par mois. M. J. T. NORTON, un américain, a été nommé directeur général, avec résidence officielle à Puerto Barrios. Le contrat est entré en vigueur le 15 avril.

CONDITIONS COMMERCIALES.

D'après un rapport français officiel, publié dans le Nouveau Monde, la valeur des exportations du Guatémala en 1896, de

même que pendant les années antérieures, a été de beaucoup supérieure à celle des importations. Les exportations représentent une somme de 23,085,000 piastres et les importations 9,143,000 piastres. Le rapport dit que la majeure partie des grandes plantations de café appartiennent à des Allemands, dont la plupart ne résident pas dans le pays; par conséquent, les bénéfices vont en Allemagne au lieu d'être dépensés dans le pays.

On évalue les intérêts allemands au Guatémala à plus de 150,000,000 marks ($6,250,000 en monnaie des Etats-Unis). Les Allemands ont beaucoup contribué au développement des ressources agricoles du pays.

NOTE.—La piastre guatémalienne a été évaluée par le Directeur de l'Hôtel des Monnaies aux Etats-Unis, le 1er octobre 1897, à environ 42½ cents en monnaie des Etats-Unis.

HONDURAS.

CONCESSION POUR LA CANALISATION ET LA NAVIGATION DE LA RIVIÈRE PATUCA.

M. W. M. LITTLE, consul des Etats-Unis à Tegucigalpa, a informé le Bureau dans une communication en date du 31 mars, que le congrès du Honduras dans sa dernière séance régulière, a accordé à JOHN E. WOOD et à ses associés de Cleveland, Ohio, la concession pour la canalisation et la navigation de la rivière Patuca.

Voici un résumé succinct des principales conditions de la concession:

L'entrepreneur s'engage à faire construire à l'embouchure de la rivière un canal qui en permettra l'entrée aux navires d'un faible tirant d'eau. Il sera aussi obligé de construire un quai et une maison pour la douane. De plus, il sera autorisé à établir et à exploiter une ligne de vapeurs qui feront le service entre l'embouchure de la rivière et un point situé à environ 150 milles au-dessus.

Après avoir rempli toutes les conditions stipulées et énumérées ci-dessus, le concessionnaire encaissera les droits de quai imposés sur tous les articles d'importation ou d'exportation qui entreront dans la rivière; il aura le droit exclusif à la navigation de la rivière au moyen de vapeur, ou autrement, pendant une période

de dix ans, et il aura aussi la préférence en matière de concession pour la construction d'un chemin de fer reliant le point de départ de la navigation indiqué ci-dessus, à tous les points situés dans le département d'Olancho. On lui fera certaines conditions avantageuses pour la colonisation de cette partie du pays. Il aura droit, en plus, à 100,000 hectares de terres nationales.

Le consul LITTLE écrit que la rivière Patuca est le cours d'eau le plus important du pays, et que si cette entreprise de navigation est menée à bonne fin, le transport à vapeur sera établi avec la partie du Honduras la plus riche au point de vue de l'agriculture.

MEXIQUE.

EXTRAITS DU MESSAGE PRÉSIDENTIEL.

Le Président DIAZ a envoyé son message au congrès du Mexique le 1er avril, jour d'ouverture de la séance régulière. Il félicite le pays sur la continuation des relations favorables et amicales qui ont existé pendant de longues années avec les différentes nations.

Au sujet de l'instruction publique, il dit dans son message:

Les examens semestriels dans les institutions d'enseignement élémentaire supérieur de la capitale, des chefs-lieux de préfectures et de territoires, ont eu lieu avec régularité, de même que les examens de fin d'année dans toutes les écoles élémentaires. Le nombre de ces dernières a augmenté considérablement et le total des inscriptions atteint le chiffre de 56,638 élèves, sans compter les rapports du district du sud de la Basse-Californie qui n'ont pas encore été reçus. Presque toutes les écoles nationales sont abondamment pourvues des fournitures nécessaires.

Au sujet de l'exploitation minière, le Président dit:

Les conditions de l'industrie minière sont satisfaisantes. Pendant la période comprise dans ce message on a accordé 957 nouvelles concessions minières, couvrant 8,297 lots de 1 hectare chacun; les concessions minières accordées conformément à la nouvelle loi du pays se montent à 7,476, couvrant une superficie de 58,543 hectares.

Les exportations de minéraux continuent à augmenter, car on peut voir par les données publiées jusqu'ici que la valeur des minéraux exportés depuis le mois de mai jusqu'au mois de novembre de la même année s'est élevée, en chiffres ronds, à 39,000,000 de pesos, contre un peu plus de 28,000,000 pour le même semestre de l'année 1896. Dans ces exportations la valeur de l'argent se chiffre à 34,000,000 de pesos; celle de l'or à plus de 3,000,000 et celle du plomb à

1,200,000 de pesos. L'antimoine et le zinc se trouvent aussi parmi les exportations.

On peut avoir une idée du mouvement dans l'industrie minière en constatant l'activité déployée dans quelques-uns des grands établissements métallurgiques fondés au moyen de concessions du gouvernement. La fonderie centrale d'Aguascalientes a reçu pendant l'année fiscale 1896–98, 102,349 tonnes métriques de minérai pour fondre. Pendant la même période la fonderie de San Luis Potosi a fondu 57,653 tonnes, et la grande fonderie de Monterey 185,730 tonnes. L'établissement de Velardeña à Durango a fondu 53,240 tonnes. La Compagnie de Boleo, dans la Basse-Californie, a fondu 171,000 tonnes de minerai de cuivre, et celle de Mazapil, 15,000 tonnes de minerais d'argent et de cuivre.

Le Président donne l'assurance que l'agriculture en est arrivée au point le plus avancé et le plus favorable; on a obtenu pendant l'année dernière de bonnes récoltes qui encouragent l'avenir de cette industrie importante. La valeur de la production agricole pour l'année 1896 est estimée à 221,000 de pesos, sans tenir compte ni du bétail, ni des produits des forêts, ni des fruits.

Le Département de Promotion a reçu un nombre considérable de demandes de concessions pour l'établissement de l'irrigation et de la force motrice des eaux sujettes à la jurisdiction fédérale. On a libéralement accordé ces concessions qui ont pour objet le développement d'industries d'une grande importance pour le pays.

Le message dit que pendant l'intervalle de temps qui s'est écoulé depuis la dernière réunion du Congrès, il a été accordé aux particuliers, conformément aux patentes, 419,000 hectares de terres publiques.

Au sujet de la colonisation, le Président dit en effet, que certains résultats satisfaisants ont été obtenus, mais non en rapport avec les occasions et les facilités offertes par le pays. Il y a grand besoin d'immigration étrangère, composée de personnes pouvant disposer d'un capital et ayant l'intention de développer les occasions industrielles qu'offre le pays.

On a beaucoup fait, mais il reste encore beaucoup à faire pour l'amélioration des principaux ports maritimes du pays. Les travaux de construction du port de la Vera Cruz se poursuivent avec beaucoup d'énergie et de régularité. Ils permettent aux vapeurs de cabotage de s'amarrer aux quais. Les brise-lames que MM. Pearson & Fils sont en train de construire seront achevés dans un délai raisonnable et le port de la Vera Cruz deviendra alors l'un des plus beaux et des plus commodes du Globe. A

Tampico, la construction de voies maritimes et de brise-lames se poursuit d'une manière satisfaisante. Dans le port de Coatzacoalcos, on a creusé un canal de quatre mètres de profondeur par rapport à la marée moyenne, qui permet aux navires d'un tirant considérable d'eau, de passer la barre et de monter la rivière. Un contrat a été conclu avec MM. Pearson & Fils pour la construction d'un bon port avec des jetées convenables à Salina Cruz, le point terminus sur le Pacifique du chemin de fer de Tehuantepec. Une ligne de navires à vapeur a été établie entre la Vera Cruz et Port Arthur, avec escale à Tampico et à Galveston.

Le message dit que depuis septembre 1897, il a été construit 350 kilomètres de chemins de fer. La longueur totale des lignes de chemins de fer dans la République est actuellement de 11,364 kilomètres; ce nombre est un peu au-dessous de celui donné dans le message présidentiel précédent, parce qu'on a permis à plusieurs compagnies de cesser l'exploitation de leurs lignes, qui, d'après elles, n'étaient pas profitables. On a ajouté 234 kilomètres aux lignes de tramways.

La vente des timbres-poste montre que les correspondances ont augmenté considérablement dans le semestre dernier. Les bons de poste accusent une augmentation de 40 pour cent; le nombre des bureaux de poste et des agences postales a été très augmenté. On a beaucoup aggrandi et amélioré le système télégraphique fédéral. Depuis septembre, on a construit 576 kilomètres de nouvelles lignes et amélioré les anciennes lignes.

Au sujet des finances, le Président dit qu'aucun changement important ne s'est produit ni dans la condition financière du pays, ni dans le Trésor Fédéral. Quant aux banques, il dit que la loi actuelle régissant les banques continue à recevoir l'approbation du Pouvoir Exécutif. Il y a maintenant dans la République 13 banques d'émission en activité et 2 banques nationales faisant les affaires dans la capitale et ayant de nombreuses succursales dans le pays.

ACIÉRIE DE CHIHUAHUA.

On écrit dans le journal "Iron Trade Review" que la Wellman Seaver Engineering Company a entrepris la construction d'une nouvelle aciérie à foyer ouvert dans la ville de Chihuahua, Mexique. Les Etats-Unis fourniront la majeure partie du capital et une nouvelle compagnie en a entrepris l'exploitation. Ce sera

la première aciérie dans la République du Mexique. L'établissement sera moderne sous tous les rapports, pourvu d'appareils perfectionnés, de manière à éviter le plus de travail possible.

La "Compañía Industrial Mexicana" a actuellement en activité à Chihuahua, une laminerie qui a été établie en 1892. Le mobilier consiste en deux fourneaux "Siemens" à gaz; trois trains de cylindres (de 8, 12 et 20 pouces); un marteau de 1,500 livres et sept machines pour couper les clous. La production annuelle est de 10,000 tonnes de fer en barres pour le commerce, de boulons, d'écrous, de rondelles et de fers à cheval, et 12,000 barils de clous. La ferraille qui abonde au Mexique fournit la matière première. L'aciérie à foyer ouvert sera établie près de la laminerie, et on se servira surtout de la ferraille pour la fabrication de l'acier. Il y a des gisements locaux de minerais de fer sec, mais ils n'ont pas encore été exploités.

VOIES CONDUISANT AUX PRINCIPAUX CENTRES COMMERCIAUX.

Le rapport suivant montre les différentes voies par lesquelles on peut expédier et faire entrer des marchandises sur les principaux marchés du pays.

VILLE DE MEXICO.

Via port de la Vera Cruz et le Chemin de fer Mexicain ou le Chemin de fer Mexicain Interocéanique.

Via port de Tampico et le Chemin de fer Central du Mexique.

Via Douane de la frontière de Laredo et le Chemin de fer National du Mexique.

Via Douane de la frontière de Piedras Negras et le Chemin de fer International du Mexique et le Chemin de fer Central du Mexique.

Via Douane de la frontière de Paso del Norte et le Chemin de fer Central du Mexique.

VILLE DE GUADALAJARA.

Via port de la Vera Cruz et Mexico, et de là par le Chemin de fer Central du Mexique.

Via port de Tampico et le Chemin de fer Central du Mexique.

Via Douane de la frontière de Piedras Negras, et le Chemin de fer International du Mexique et le Chemin de fer Central du Mexiqne.

Via Douane de la frontière de Paso del Norte et le le Chemin de fer Central du Mexique.

VILLE DE PUEBLA.

Via port de la Vera Cruz et le Chemin de fer Mexicain, ou le Chemin de fer Interocéanique du Mexique.

Via l'une ou l'autre des Douanes de la frontière du Nord, passant par la Ville de Mexico, et le Chemin de fer Mexicain ou le Chemin de fer Interocéanique du Mexique.

VILLE DE SAN LUIS POTOSI.

Via port de Tampico et le Chemin de fer Central du Mexique.

Via Douane de la frontière de Laredo et la Chemin de fer National du Mexique.

VILLE DE MONTEREY.

Via port de Tampico et le Chemin de fer de Monterey et du Golfe.

Via Douane de la frontière de Laredo et le Chemin de fer National du Mexique.

VILLE DE CHIHUAHUA.

Via Douane de la frontière de Piedras Negras et le Chemin de fer International du Mexique.

Via port de la Vera Cruz et Mexico, de là par le Chemin de fer Central du Mexique et le Chemin de fer International du Mexique.

Via port de Tampico, le Chemin de fer Central du Mexique et le Chemin de fer International du Mexique.

VILLE D'OAXACA.

Via port de la Vera Cruz, et de là par le Chemin de fer du Sud du Mexique.

Via l'une ou l'autre des Douanes frontières du Nord et Mexico à Puebla, et de là par le Chemin de fer du Sud du Mexique.

SAINT DOMINGUE.

AUGMENTATION DE TARIF.

Le Gouvernement Dominicain a fait dans le tarif des douanes de ce pays les modifications suivantes, qui entreront en vigueur le 1er avril 1898:

ARTICLE 1. Il sera créé sur les droits de douane actuellement en vigueur une surtaxe de dix pour cent, destinée exclusivement à la garantie et au remboursement des obligations contractées par le gouvernement dans les opérations qui se poursuivent pour la conversion de la dette extérieure, dénommée "Bons en or consolidés, 4 pour cent, 1893," et "consolidés Réclamation franco-américaine 1895."

ARTICLE 2. Le temps pendant lequel la surtaxe arrêtée dans l'article précédent sera appliquée, dépendra du comité exécutif et sera réglé comme il le jugera nécessaire.

VENEZUELA.

CONTRAT D'IMMIGRATION.

M. W. W. RUSSEL, Secrétaire de la Légation à Caracas, transmet sous date du 10 janvier au Département d'Etat le texte complet du contrat fait par le Gouvernement de Vénézuéla avec LUDOVICO DOTTI, sujet italien, par lequel M. DOTTI et ses associés s'engagent à emmener au Vénézuéla 1,000 familles italiennes par an, la condition étant que les membres mâles de ces familles doivent être des agriculteurs, c'est-à-dire, posséder une connaissance élémentaire de l'agriculture, n'avoir pas moins de 18 ans, jouir d'une bonne santé et être moralisés. M. DOTTI s'oblige à construire des maisons et les bâtiments nécessaires pour l'usage des colons et leur fournir les ustensiles et instruments dont ils auront besoin pour leurs travaux; il s'oblige encore à élever dans chaque colonie une église et un bâtiment pour bureaux publics et écoles. Le Gouvernement exempte d'impôts les différentes municipalités pour une période de 3 ans et leur accorde chaque année la libre entrée de tous les instruments, machines, effets personnels et matériels métalliques pour 1,000 maisons, leur garantissant en outre les matériaux pour ponts et cours d'eau. Tous les droits civils jouis par les citoyens de Vénézuéla sont étendus aux colons, qui peuvent choisir eux-mêmes un genre quelconque de culture; mais afin d'encourager la viticulture et la culture du blé, on emploiera un tiers de toutes les terres qui sont appropriées, à ces deux cultures. La compagnie aura droit aux mines trouvées dans ces terrains.

Après 3 ans de séjour et de travail agricole, M. DOTTI doit donner à chaque famille la maison qui lui a été d'abord attribuée, et à chaque membre de la famille 3 hectares (7.41 acres) des 6 hectares (14.82 acres) de terres de culture qui aient été attribuées à celle-ci. La compagnie s'oblige à établir une ligne régulière de transatlantiques entre le Vénézuéla et l'Italie qui fera deux voyages d'aller et retour par mois entre ces pays, s'arrêtant à Leghorn, Gènes, Barcelona, Teneriffe, Trinidad, La Guayra, et Puerto-Cabello. Ces bateaux pourront s'ils le désirent s'arrêter à d'autres ports. Ils doivent transporter les malles-poste et les paquets

postaux entre ces différents ports sans rémunération de la part du Gouvernement National. La compagnie aura le droit d'établir le trafic côtier entre n'importe quels ports de la République. M. DOTTI s'oblige à établir dans une période de 3 ans une banque avec un capital souscrit d'au moins 20,000,000 bolivars ($3,960,000), dont 25 pour cent seront conservés en caisse comme fonds de garantie; la banque emploiera son capital à faire des prêts aux colons pour le développement de l'agriculture et l'élevage du bétail. Les fonctions de cette banque seront doubles, une branche pour l'escompte, la circulation et l'émission de monnaie, et l'autre hypothécaire. La première est autorisée à émettre des notes jusqu'à la valeur de 50 pour cent de son capital et la banque hypothécaire ne pourra pas recevoir plus de 7 pour cent sur ses prêts, les remboursements doivent être effectués à des époques convenables pour les débiteurs.

Le contrat contient d'autres nombreuses stipulations, mais les mentionnées ci-dessus sont les principales.

NOUVEAU MINISTÈRE.

Le Cabinet Vénézuélien actuel a été formé de la manière suivante:

Ministre de l'Intérieur.....Le Général ZOILO BELLO RODRIGUEZ.
Ministre des Affaires Etrangères.....Le Général JUAN CALCAÑO MATHIEU.
Ministre des Finances.....Le Géneral MANUEL ANTONIO MATOS.
Ministre du Crédit Public.....M. CÁRLOS V. ECHEVERRÍA.
Ministre de l'Agriculture, de l'Industrie et du Commerce.....Le Général NICOLÁS ROLANDO.
Ministre des Postes et du Télégraphe..M. le Docteur JOSÉ LORETO ARISMENDI.
Ministre des Travaux Publics.....M. le Docteur ALBERTO SMITH.
Ministre de la Guerre et de la Marine..Le Général ANTONIO FERNANDEZ.
Ministre de l'Instruction Publique.....M. le Docteur BERNARDINO MOSQUERA.
Gouverneur du District Fédéral.....Le Général FRANCISCO BATALLA.
Secrétaire Général.....VICENTE BETANCOURT, A.

MUSÉES COMMERCIAUX DE PHILADELPHIE.

PRODUCTIONS DE L'AMÉRIQUE CENTRALE.

M. le docteur GUSTAVE NIEDERLIN, chef de la section scientifique des Musées commerciaux, vient de rentrer à Philadelphie après un voyage de huit mois dans les Républiques de l'Amérique

trale. M. NIEDERLIN a fait visite aux représentants des diffé-
s gouvernements qui l'ont aidé par tous les moyens possibles
sa recherche de données commerciales. Il a aussi établi des
orts qui seront d'une grande utilité aux Musées. Par suite de
fforts, il a obtenu que chaque nation désigne une commission
gée de faire une collection de ses productions pour les Musées.
an Salvador, des arrangements ont été conclus par lesquels les
ésentants du gouvernement remettront à Philadelphie des
ntillons classés et feront expédier, par l'intermédiaire des
ées, des échantillons en double, à d'autres institutions sembla-
qui désirent en recevoir.

e leur côté, les Musées s'engagent à fournir à San Salvador
échantillons en double provenant des autres pays, aux frais du
ernement de San Salvador. M. NIEDERLIN, pendant son
ge, a vu tous les membres du Conseil international des Musées
ont assisté à la réunion, tenue dans la ville de Philadelphie le
de juin dernier. Le "Traffic," journal publié dans cette
ière ville, fait connaître que M. NIEDERLIN a reçu de ces
ieurs l'expression de la grande sympathie qui existe dans ce
pour les Etats-Unis et du désir qu'ils ont d'encourager
relations commerciales avec ce pays. Les transactions com-
iales entre les Etats-Unis et les pays de l'Amérique du Sud,
M. NIEDERLIN, ont augmenté considérablement par suite des
ts de ces délégués, et les impressions qu'ils ont ressenties pen-
leur séjour aux Etats-Unis ont eu pour résultat d'augmenter
érêt s'attachant déjà à la réunion qui doit avoir lieu l'année
haine.

ETATS DE L'AMÉRIQUE DU SUD ET DU CENTRE.

RESSOURCES MINÉRALES.

ne brochure récemment publiée par l'"Orinoco Company
nited)" contient un rapport intéressant sur les minerais de l'Amé-
e du Sud. Quoiqu'il soit reconnu en général que les ressources
Etats de l'Amérique du Sud et du Centre en minerais de fer
charbon de terre soient très considérables, on sait très peu
hoses sur ces minerais. Toutefois il est très probable que

dans quelques années, ces produits occuperont une place importante parmi les exportations du pays.

Dans la Colombie, on a trouvé des gisements considérables de magnésie et d'hématite rouge et brune. Dans les montagnes de Santa Marta, il existe un grand gisement de magnésie, et à peu de distance on trouve des dépôts de pierre à chaux et de charbon de terre. Selon les derniers rapports reçus du Venezuela, l'exploitation des gisements de minerais de Bessemer se poursuit rapidement. Ces gisements existent sur une longueur de 2 milles et demi, et une largeur d'un demi mille. Le terrain où se trouve le minerai s'incline en pentes régulières jusqu'à la rivière et les bateaux peuvent s'y charger à n'importe quelle profondeur. L'"Orinoco Company," à qui ces gisements appartiennent, dit que la quantité moyenne de fer contenue dans le minerai est de 67 pour cent environ, tandis que la quantité du phosphore est si petite que c'est à peine si l'on en trouve un vestige dans quelques analyses, et la quantité, en moyenne, ne dépasse pas .02 pour cent.

En plus de ces gisements, il y en a de grands dans les montagnes de Timataca, mais on n'a encore fait aucun rapport sur leur étendue et leur qualité.

COMMUNICATION PAR BATEAUX À VAPEUR ENTRE NEW YORK, LES PORTS BRÉSILIENS, MONTÉVIDÉO ET BUENOS AYRES.

M. François S. Jones, Secrétaire de la Légation des Etats-Unis à Buenos Ayres, a envoyé au Département d'Etat un rapport étendu sur le commerce et les communications par bateaux à vapeur entre les Etats-Unis et la côte atlantique de l'Amérique du Sud, dans lequel il donne aussi des indications et présente des arguments en faveur de l'établissement d'une ligne américaine de vapeurs pour faire le service entre les ports de ces contrées.

Pendant les dernières années les conditions changeantes, dues principalement au système douanier des deux pays, ont empêché tout développement permanent du commerce entre la République Argentine et les Etats-Unis; malgré ces circonstances, notre com-

e avec ce pays a augmenté graduellement, comme le démontre
)leau suivant:

Année.	Exportations des Etats-Unis à destination de l'Argentine.	Importations aux Etats-Unis provenant de l'Argentine.
....	$2, 927, 488	$5, 343, 798
....	4, 979, 696	5, 239, 095
....	4, 862, 746	3, 497, 030
....	4, 456, 163	7, 675, 270
....	5, 979, 046	9, 313, 385
....	6, 072, 478	10, 772, 627

voit que le commerce entre les Etats-Unis et la République Argentine
levé en 1897 à $16,845,105, soit une plus-value de $8,573,819 sur le
erce de ces pays en 1892.

lgré que le commerce des Etats-Unis avec l'Uruguay et le Brésil soit resté
près stationnaire, il est toutefois si considérable, surtout avec le Brésil,
nérite d'être mentionné pour bien démontrer ce sujet.

Commerce des Etats-Unis avec l'Uruguay et le Brésil.

Année.	Uruguay.		Brésil.	
	Exportations à.	Importationsde.	Exportations à.	Importations de.
.....	$939, 030	$2, 480, 890	$14, 291, 873	$18, 633, 604
.....	960, 606	1, 623, 380	12, 388, 124	76, 222, 138
.....	1, 415, 171	1, 419, 573	13, 866, 006	79, 360, 159
.. ..	1, 262, 001	2, 699, 684	15, 165, 070	78, 831, 476
....	1, 481, 200	3, 242, 428	14, 258, 187	71, 060, 046
erce . Anglais).....	5, 407, 678	1, 568, 354	32, 430, 376	19, 727, 151

1 diminution sensible dans les exportations au Brésil en 1893
ue principalement à la révolte de la marine pendant cette
: et aux effets désastreux qui en ont été la suite. Il est
ıant, quand on considère le montant actuel de ce commerce,
ıcune compagnie américaine de transport n'ait essayé à
r en concurrence pour s'emparer d'une partie de ce commerce.
:s lignes de vapeurs "Norton" et "Prince" (lignes anglaises)
les seules qui font un service régulier entre New York et
ıos Ayres. La ligne "Norton" fait le service bi-mensuel
t de New York à Montévidéo et Buenos Ayres, mais elle
it pas escale aux ports brésiliens dans ses voyages d'aller..
bateaux de la ligne "Prince," qui sont des bateaux de

marchandises avec place pour un nombre limité de voyageurs, font un service bi-mensuel entre le point terminus précité, s'arrêtant dans leur voyage du nord à Santos, Rio, Bahia et Pernambuco. Les bateaux les plus rapides de cette ligne mettent vingt-huit jours en moyenne pour faire le trajet.

La Compagnie anglaise "Lamport & Holt" a un bateau de marchandises qui fait le service entre new York et Buenos Ayres une fois par mois. Les vapeurs réguliers de voyageurs sur cette ligne ont pour point terminus sud, Rio de Janeiro, où ils donnent des correspondances à leurs voyageurs allant à Buenos Ayres pour les différents navires des lignes européennes qui font escale à Rio de Janeiro, en route pour Buenos Ayres. En plus de ces lignes, il y a aussi un service de bateaux tri-mensuel entre New York et Pará. Ces bateaux sont de 1,500 à 2,000 tonnes, ce qui est fréquemment insuffisant, et les marchandises restent par conséquent sur les quais, ce qui cause un délai de dix jours pour leur expédition.

Les vapeurs de la "Lamport & Holt Line" mettent 22 à 23 jours en moyenne, pour faire le trajet entre New York et Rio de Janeiro. Ajoutez à ceci, les quatre jours de voyage de Rio à Buenos Ayres par les navires les plus rapides, touchant à ce port en venant de l'Europe, et vous verrez qu'il faut de 27 à 28 jours pour faire le voyage de New York à Buenos Ayres, sans compter les retards que l'on peut éprouver à Rio, les navires ne correspondant pas toujours à date fixe.

Voici les prix en or du charbon, et voici aussi les ports les plus propices pour faire des approvisionnements de charbon; ces données sont extraites d'un rapport officiel fait par un navire de guerre des Etats-Unis pour l'année 1897, au sujet des approvisionnements de charbon.

Place.	Espèce de charbon.	Prix.	Facilités pour prendre à bord le charbon.
Les Bermudes	Pocahontas	$7.14	Bonnes; par gabarres.
Santa Lucia	do	4.32	Excellentes; par le quai.
Barbade	Cardiff	6.09	Bonnes; par gabarres.
Pernambuco	do	8.88	Assez bonnes; par gabarres, et bonnes à l'intérieur des brise-lames ou récifs.
Rio de Janeiro	Welsh	9.73	Bonnes; par gabarres.
Buenos Ayres	Cardiff	7.50	Bonnes; par le quai.

Quoique les prix du charbon varient naturellement dans ces ports, on peut considérer les chiffres ci-dessus comme moyenne des prix obtenus pendant ces dernières années.

Les principales exportations des Etats-Unis au Brésil dans l'Uruguay et dans la République Argentine sont: le bois de charpente, les machines agricoles, le pétrole et les marchandises diverses, telles que: la quincaillerie, le fer, les outils, les agrafes et les cotonnades.

Les principales importations des Etats-Unis provenant du

Brésil sont: le café, le sucre et le caoutchouc; de l'Uruguay, les cuirs et la laine; et de la République Argentine, les cuirs, la laine, les graines de lin, le crin et le sucre.

Voici les tarifs de fret pour les principaux articles d'exportation et d'importation:

	Article.	A raison de.
uenos Ayres à New York..	Fret divers	$5 par tonne et $4 par pied cube.
io de Janeiro à New York..	Café	35 cents par sac.
ahia à New York	Café et sucre.....	35 cents par sac et $3.65 par tonne.
ernambuco à New York...	Sucre	$2.40 à $3.65 par tonne.
ıra à New York	Caoutchouc.....	$8 par tonne; 25 cents par pied cube.
ew York à Pernambuco ...	Fret divers	30 cents par pied cube et 10 pour cent de primage.
w York à Bahia	.....do	41 cents par pied cube et 10 pour cent de primage.
w York à Rio de Janeiro.	.....do	30 cents par pied cube et 10 pour cent de primage.

On évalue les importations et exportations entre New York et Uruguay, et la République Argentine pendant les années fiscales 1895 et 1896, de la manière suivante:

Pays.	New York.			
	1895.		1896.	
	Importations.	Exportations.	Importations.	Exportations.
sil	$69, 298, 288	$11, 091, 495	$63, 712, 131	$10, 674, 519
guay	2, 572, 254	1, 020, 958	2, 759, 933	1, 162, 928
ublique Argentine .	4, 127, 597	3, 780, 110	5, 135, 419	4, 574, 328
Total	73, 998, 139	15, 881, 563	71, 607, 413	16, 411, 775

M. Jones dit que le commerce total entre New York, le Brésil, Uruguay et la République Argentine en 1895–96 (année qui été prise comme moyenne), s'est élevé à $103,013,339, transrté par 184 voiliers, dont le tonnage total était de 116,558 nnes, et par 331 vapeurs d'un tonnage total de 470,941 tonnes. ır ce nombre de bateaux, il y avait seulement 71 voiliers de tionalité américaine, représentant un tonnage de 48,724 tonnes, quant aux vapeurs, il n'y en avait pas un seul portant le drapeau léricain.

Les lignes de vapeurs "Lamport & Holt," "Newton" et

"Prince" ne sont pas subventionnées, cependant on affirme dans ce rapport qu'elles sont dans un état très prospère et le bruit court que les dividendes annuels sont de 15 à 20 pour cent.

Il résulte des faits et chiffres donnés par M. JONES que non seulement le besoin se fait sentir d'une ligne de navires portant le drapeau américain, mais qu'il se présente une grande occasion pour l'établissement d'une ligne américaine de bateaux à vapeur entre les ports des Etats-Unis et ceux du Brésil, de l'Uruguay et de la République Argentine.

Le rapport indique la grandeur et la vitesse des navires requis pour ce service particulier; de même que les routes, les stations de charbons et les bons ports d'arrêt.

La loi relative au sujet de la rémunération pour le transport des malles-postes des Etats-Unis est rédigée comme suit:

Conformément à l'article 3 de l'acte approuvé le 3 mars 1891, le Gouvernement des Etats-Unis accorde à toute compagnie américaine de vapeurs qui sera organisée, la somme de $2 par mille pour chaque voyage d'aller pour le transport des malles-postes des Etats-Unis, pourvu:

(1) Que ses navires soient construits aux Etats-Unis.

(2) Qu'ils soient construits en fer ou en acier.

(3) Qu'ils soient construits de façon à pouvoir être convertis en croiseurs auxiliaires en temps de guerre.

(4) Qu'ils puissent maintenir une vitesse de 16 nœuds per heure en temps ordinaires.

(5) Qu'ils possèdent un gros tonnage enregistré d'au moins 5,000 tonnes.

C'est sous une clause semblable du même acte que la "International Navigation Company" a pu s'organiser, se développer et atteindre le premier rang parmi les grandes lignes de navigation à vapeur qui relient maintenant l'Europe aux Etats-Unis.

MISCELLANÉES COMMERCIALES.

RÉPUBLIQUE ARGENTINE.

L'industrie du Fromage et du Beurre.

Un rapport officiel sur la République Argentine fait connaitre que l'industrie du beurre prend des proportions considérables; les exportations annuelles de cet article s'élèvent actuellement à 15,000 caisses, tandis qu'il y a quelques années on importait presque tout le beurre consommé dans la République. Une compagnie anglaise a acheté une fabrique déjà établi à Tandil, dans la Province de Buenos Ayres et compte

en augmenter la production sur une grande échelle. Cette entreprise a, sans contredit un bel avenir car le lait et la crême abondent dans le pays. La production du fromage fabriqué dans les maisons a remplacé l'importation.

Lumière Électrique à Buenos Ayres. La municipalité de Buenos Ayres a passé un contrat avec la Compañía General de Electricidad, de cette ville, pour l'éclairage des rues par l'électricité. Pour commencer, on installera immédiatement 300 lampes Ampères de huit bougies chacune. Voici les prix: Pour 120 lampes brûlant toute la nuit, $27 chacune; pour 180 lampes brûlant jusqu'à une heure du matin, $20.25. De cette manière on supprimera 990 lampes à gaz qui coûtent maintenant $7 chacune. Le premier contrat sera pour un an seulement, en attendant de la part du gouvernement l'autorisation de prolonger le contrat.

Exportaion de Bétail sur Pied. Le "Butchers' Advocate" du 31 mars 1898, journal publié à Chicago et à New York, dit que l'"Anglo-Argentine Live-stock Agency," à Buenos Ayres, a établi, pour le transport du bétail, une ligne de navires qui feront le service à intervalles réguliers entre cette ville et l'Angleterre. Ces navires sont de six milles tonneaux environ et transporteront chacun six cents bestiaux et deux milles moutons. Ils sont aussi complètement pourvus de tout ce qui est nécessaire pour faciliter le transport du bétail. On prévoit donc maintenant que l'exportateur pourra débarquer en Angleterre le bétail argentin dans des conditions qui lui permettront de faire concurrence aux animaux exportés des Etats-Unis et du Canada.

Statistique sur les Journaux Le Señor Don Francisco Latzina, directeur général de la Statistique, fournit les données suivantes relativement aux journaux publiés dans la République Argentine: Il y a en tout 472 journaux, dont 64 paraissent journellement; 16 trois fois par semaine; 44 deux fois par semaine; 191 toutes les semaines; 4 tous les dix jours; 55 toutes les quinzaines; 64 tous les mois; 2 trois fois par an; 13 à intervalles réguliers et 8 sur lesquels on ne possède aucun renseignement particulier. Sur ces 472 journaux, 8 sont publiés en anglais, 8 en allemand, 8 en français, 22 en italien, 1 en danois et les 425 autres sont publiés en espagnol. Parmi ces derniers, 413 appartiennent à des Argentins et 12 à des Espagnols.

BRÉSIL.

Introduction de Wagons-Poste. On vient d'introduire dans l'Amérique du Sud le système de wagons-poste sur les chemins de fer. Le Chemin de fer Central du Brésil, qui appartient au gouvernement, a fait à la Wason Car Company de Springfield, Mass., une commande de six wagons-poste. Il est spécifié que ces wagons doivent être construits, autant que possible, d'après le modèle des wagons-poste américains, et qu'ils soient finis en dedans et au dehors, non pas en bois blanc qu'on emploie généralement, mais en acajou, bois que les Brésiliens préfèrent. On s'est servi de vieux embrayages anglais, dont on a modifié les dimensions afin de les adapter à la voie de cinq pieds en usage au Brésil. On a aussi envoyé un détail des prix de wagons de voyageurs expédiés dernièrement à cette même ligne.

CHILI.

Usine pour la Production de l'Électricité à Puntas Arenas.

La "Revue Électrique" fait connaître qu'à Puntas Arenas (Chili), dans le détroit de Magellan, on poursuit activement les travaux de construction de la première usine pour la production de l'électricité destinée à l'éclairage. Les machines ont été expédiées de New York aussitôt que les bâtiments destinés à les recevoir ont été achevés.

MEXIQUE.

Chemin de Fer Central de Coahuila.

Le journal "Modern Mexico," publié dans les villes de Mexico et de Saint Louis, dit qu'on a accordé une concession pour la construction du Chemin de fer Central de Coahuila projeté entre Saltillo et Trevino, et construit sur le modèle des différentes lignes. On a fait les arpentages préliminaires et acheté les rails d'acier. On a commencé la construction de la ligne le premier avril. La longueur de ce chemin de fer sera d'environ quatre-vingt-dix kilomètres, et la ville de Saltillo sera mise en rapport avec les principales lignes du Mexique et des Etats-Unis. En dehors de la construction et du matériel de la ligne, la compagnie doit faire construire un hôtel moderne qui, avec l'achèvement de la ligne, augmentera de beaucoup l'importance de Saltillo. Cette ville est déjà importante au point de vue des manufactures; elle renferme de grandes minoteries, des fabriques de savon, des fabriques d'huile de graine de coton, et des filatures de coton; elle est éclairée à l'électricité; elle possède un bon système de tramways et donne d'autres preuves de son esprit d'initiative et de son accroissement.

L'Industrie de la Canne à Sucre.

La production de la canne à sucre au Mexique n'est pas ce qu'elle pourrait être, et son industrie est, pour ainsi dire, encore en enfance. M. J. YORBA, un expert en terrains, et dont les rapports sur les ressources font foi, a écrit un article publié récemment dans le "Modern Mexico," au sujet des avantages qu'offre ce pays par rapport à la culture de la canne à sucre et sur son importance probable dans l'avenir. La canne à sucre pousse et est cultivée jusqu'à un certain point dans chaque partie de la République du Mexique, sauf dans le District Fédéral et dans l'Etat de Tlaxacala. Dans quelques districts l'industrie n'est pas encore un succès, au point de vue commercial. Il est probable que la raison principale de l'insuccès des plantations sucrières du Mexique provient de ce qu'une portion considérable de l'étendue, convenable à la culture de la canne à sucre, n'est pas cultivée, mais qu'elle attend les capitaux étrangers et l'entreprise pour venir en aide. Très peu de planteurs mexicains tiennent compte de la qualité du sol, ce qui pourtant est un des points le plus essentiels pour arriver à de bons résultats financiers.

Culture du Café.

L'Isthme de Tehuantepec, pays presque inconnu il y a quelques années, promet de devenir un des plus grands districts caféiers de l'Amérique du Nord. Le pays possède des avantages exceptionnels et engageants par rapport à la qualité et à la facilité de production; par rapport aussi au sol, aux facilités de transport, au climat et autres condi-

ons si essentielles pour la réussite des plantations de cafés. On peut le cultiver très peu de frais; il est d'une qualité excellente et obtient de bons prix.

rploitation du Guano dans les îles du Golfe du Mexique.

Le Gouvernement Mexicain, représenté par M. LEAL, ministre de "Fomento," vient de passer avec MM. LOUIS ROSSI et EDUARDO CHESIO, un contrat pour l'exploi-.tion des gisements de guano dans les îles désertes situées dans le Golfe du lexique, près des côtes de Campêche et du Yucatan. La concession est faite our une durée de dix ans, elle s'applique aux îles Alacranes, Arcas, Arenas, ermeja, Banco Nuevo, Cancan Contoy, Desertora, Besterradora, Holhose, bispo, Pajaros, etc., ainsi qu'aux récifs situés en face du Cap Catoche. Les ncessionnaires paieront au gouvernement 75 centavos par tonne de guano levé; ils paieront en outre les droits d'exportation prévus par le tarif. MM. ossi et CHESIO sont tenus de commencer les travaux d'exploration dans les six ois qui suivront la signature du contrat et de commercer l'exploitation dans les x mois suivants.

'uits Artésiens et Moulins à Vent.

Un grand nombre de citoyens des Etats-Unis sont allés au Mexique ces dernières années et se sont engagés dans fférentes entreprises, spécialement dans l'agriculture. Le manque d'eau a tardé sérieusement le développement de cette dernière industrie dans le passé, ais cette difficulté a été surmontée par l'introduction dans le pays de puits tésiens et de moulins à vent. On a creusé dernièrement un puits sur la place : la ville de Leon, état de Guanajuato, et l'eau a jailli à une profondeur de 700 eds et a donné un jet d'eau considérable. Le succès de l'entreprise a été omptement reconnu, et il a spécialement appelé l'attention sur ce système pour btenir de grandes provisions d'eau; et certainement il aura pour résultat d'introire des moulins à vent, ainsi que des puits artésiens pour fournir les eaux desées aux besoins de la vie et à ceux de l'irrigation.

nauguration du Chemin de Fer Électrique.

On vient d'achever au Mexique la première ligne électrique, reliant Jalapa, capitale de l'Etat de Vera Cruz, Teocelo. Cette ligne sera ouverte au trafic général dans quelques jours, et on père que le Président de la République assistera aux cérémonies de l'inauguraon de cette entreprise.

URUGUAY.

ojet de Travaux d'Amélioration du Port de Montévidéo.

Dans une communication de Montévidéo en date du 24 février, M. SWALM, consul des Etats-Unis, a informé le Département d'Etat que des préparatifs se poursuivent finitivement pour l'inauguration des travaux d'amélioration du port de Montéidéo, qui sont si nécessaires. Comme on l'a déjà dit dans le BULLETIN MENSUEL, es ingénieurs habiles, parmi lesquels se trouvent plusieurs Américains, ont soumis l gouvernement des plans pour l'exécution de ces travaux. Ces plans, dit le onsul, seront tous examinés de nouveau, et aussitôt le choix fait, l'entrepreneur mmencera les travaux pour creuser le port et construire des brise-lames. Ces avaux coûteront de $7,000,000 à $15,000,000, et on appelle l'attention des ntrepreneurs des Etats-Unis sur cette entreprise.

VENEZUELA.

Importations pour le Mois de Mars 1898.

Un rapport officiel transmis denièrement au Bureau fait connaître que les importations totales du Venezuela, provenant de New York pendant le mois de mars 1898, se sont élevées à la somme de $326,519, dont $67,500 en monnaie d'or et le reste en marchandises diverses. Pour le mois correspondant de l'année précédente, le total des importations d'or provenant du même port était de $4,911, accusant une augmentation de $462,588 en faveur du mois de mars 1898. En mars 1898, l'importation de marchandises s'est élevée à la somme de $290,615. Si l'on compare ce chiffre à celui du mois correspondant de l'année 1898, il ressort une plus-value de $31,596 en faveur du mois de mars 1897. Il résulte de ces comparaisons une augmentation de $30,992, en faveur du mois de mars 1898.

Distilleries à Caracas et à Puerto Cabello.

On a informé le Bureau qu'un représentant du "Whisky Trust" est parti pour Caracas et Puerto Cabello (Venezuela), en vue de diriger la construction de deux nouvelles distilleries qui coûteront environ $1,000,000. Les machines destinées à ces fabriques sont prêtes à être expédiées, et on prévoit que ces fabriques seront mises en marche pendant l'année courante. Les ascenseurs pourront contenir 20,000 boisseaux de grain et les deux usines pourront distiller journellement 3,500 boisseaux, équivalant à 16,000 gallons d'alcool et de spiritueux pour boissons. Les distilleries seront construites d'après une concession accordée par le gouvernement vénézuélien, qui permet au concessionnaire d'importer les matériaux en franchise de droit et exempte ses produits de tous impôts pendant six ans. Le droit actuel sur les spiritueux est de $2 par gallon (reconnu). On fabrique la plupart des spiritueux pour boissons avec des fruits et de la canne à sucre, ou bien on les importe de l'Europe.

Décret Relatif aux Envois Maritimes.

On appelle l'attention des expéditeurs sur le décret suivant, récemment publié par MANUEL A. MATOSI, Ministre des Finances des Etats-Unis du Venezuela, car s'ils ne s'y conformaient pas les importateurs pourraient avoir beaucoup de difficultés. Le gouvernement est désireux d'obtenir des renseignements sur l'arrivée des navires venant de ports étrangers, ainsi que sur le contenu des lettres d'envoi consulaires de leurs cargaisons respectives, afin d'éviter le retard occasionné par l'attente d'un navire suivant qui apporte au Ministre des Finances à Caracas le duplicata des lettres d'envoi des consuls à l'étranger. Pour obvier à cet inconvénient, le Président de la République décrète:

"Qu'à partir du 1er avril 1898, les importateurs de marchandises étrangères devront, dans un délai de six jours après l'arrivée du navire, présenter à la Douane, avec leur connaissement, l'original de leurs factures consulaires respectives, de même qu'une copie conforme que les autorités de la Douane remettront au Ministère des Finances, avec une note constatant que lesdites copies ont été comparées avec l'original."

SENHOR SALVADOR DE MENDONÇA.

See pages 2096, 2157, 2210, 2255.

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THE BUREAU OF THE AMERICAN REPUBLICS.

A BRIEF SKETCH OF ITS ORIGIN, CHARACTER, AND PURPOSES.*

The idea of the creation of an international bureau, or agency, representing the Republics of the Western Hemisphere, was suggested to the delegates accredited to the International American Conference held in Washington in 1889–90, by the conference held at Brussels in May, 1888, which planned for an international union for the publication of customs tariffs, etc. The Bureau of the Universal Postal Union, conducted by the Government of Switzerland, was cited by the committee of the first-named conference, which submitted the original plan for the American Bureau, as an example of the economy and practicability of such a scheme.

On March 29, 1890, the International American Conference, by a unanimous vote of the delegates of the eighteen countries there represented, namely: The Argentine Republic, Bolivia, Brazil, Chile, Colombia, Costa Rica, Ecuador, Guatemala, Haiti, Honduras, Mexico, Nicaragua, Paraguay, Peru, Salvador, United States, Uruguay, and Venezuela, provided for the establishment of

* Printed also in separate form for distribution at the Trans-Mississippi Exposition at Omaha.

an association to be known as "The International Union of American Republics for the Prompt Collection and Distribution of Commercial Information," which should be represented at the capital of the United States by a Bureau, under the title of "The Bureau of the American Republics." This organ, so to speak, of the independent governments of the New World was placed under the supervision of the Secretary of State of the United States, and was to continue in existence for a period of ten years, and, if found profitable to the nations participating in its advantages, it was to be maintained for successive periods of ten years indefinitely.

At the first session of the Fifty-first Congress of the United States, that body, in an "Act making appropriations for the support of the Diplomatic and Consular Service, etc.," approved July 14, 1890, gave the President authority to carry into effect the recommendations of the Conference so far as he should deem them expedient, and appropriated $36,000 for the organization and establishment of the Bureau, which amount it had been stipulated by the delegates in the Conference assembled should not be exceeded, and should be annually advanced by the United States and shared by the several Republics in proportion to their population.

On August 26, 1890, Mr. WILLIAM E. CURTIS was appointed Director and was instructed to organize the Bureau. Within a very short time he demonstrated the wisdom of the Conference, on whose recommendation it had been created. The Bureau sprang into almost immediate public favor through the care and skill with which it performed its important functions of collecting, collating, and disseminating information respecting the resources, growth, and business opportunities of the Spanish-American Republics, and in presenting to them the many advantages offered by the markets of the United States.

The Conference had defined the purpose of the Bureau to be the preparation and publication of bulletins concerning the commerce and resources of the American Republics, and to furnish information of interest to manufacturers, merchants, and shippers, which should be at all times available to persons desirous of obtaining particulars regarding their customs tariffs and regulations, as well as commerce and navigation.

The working force selected by Mr. CURTIS consisted of a competent staff of Spanish and Portuguese translators, clerks, stenographers, etc., and their task was by no means a light one. At the very outset it became necessary to gather around a slender nucleus a library of statistical and official publications of the several Governments contributing to the common end—a library which to-day is in many respects unique. It is formed of official and general literature concerning the American Republics, many volumes of which have been contributed gratuitously by them, and it receives regularly the principal periodicals and newspapers published in Latin America. These latter are kept on file, and have proved a great convenience to the Diplomatic Corps and seekers after information concerning the meridional nations. In no other place can the same information be obtained in so concrete a form, and no other shelves and files offer the same opportunities for the study of the diversified Spanish-American customs, society, history, and commerce. The number of publications in the library of the Bureau is as follows: Bound in cloth, 1,542; bound in paper, or pamphlets, 2,318; periodicals, 140; newspapers, 65; making a total of 4,065 publications, which are being constantly added to by purchase and contribution.

The principal work of the Bureau during the eight years of its existence has been the compilation of handbooks and commercial directories, which have been and still are published periodically, covering every country contributing to its support and the several Old World colonies in the Western Hemisphere. They contain general and specific information of the character sought by the merchants, manufacturers, and shippers of the American continents. These publications are compiled from information received directly from official and authentic sources, without regard to previous publications upon the same subjects, and their preparation has involved, necessarily, a great amount of labor, study, correspondence and expense. This last has been the one serious drawback with which the several directors have had to contend. All of them have been keenly alive to the great field of usefulness opened up to the Bureau from its very inception, and it is to their credit that with the meager means at their command they have done so much to educate the peoples of the countries forming the

International Union as to their respective resources and trade capabilities, to promote commerce, and to expand and broaden the fraternal relations existing between them.

When the Bureau first came to undertake this inviting task, the ignorance concerning the political, commercial, and social conditions prevalent in all the nations now banded together for the common weal was widespread, while many so-called standard publications in English were found in numerous cases to be absolutely unreliable as to statements regarding Central and South American countries. The care with which the bulletins of the Bureau are prepared, and the fact that they are submitted before publication to the inspection and revision of the officials or diplomatic agents of the Governments to which they relate, tend to make them reliable, accurate, and authentic. That these qualities are recognized is abundantly evidenced by the fact that the bulletins and other publications of the Bureau have caused revision in the text of popular encyclopedias, geographies, and other schoolbooks concerning the Latin-American countries.

The demand for the publications of the Bureau was very great from the first, far exceeding the supply made possible under the limited pecuniary support vouchsafed the Bureau. This state of affairs confronted the original Director and very seriously affected the usefulness of the Bureau by preventing many thousands of persons who desired and were entitled to information from securing it. From the establishment of the office until October, 1893, the publications were distributed gratuitously, and the editions of 5,000 and less of each of them were necessarily restricted to a few public libraries, commercial organizations, and individuals directly interested in trade with the countries to which they refer. The applications for bulletins from the United States alone during the first year of the existence of the Bureau numbered 38,000, and the other Republics applied for an almost equal number.

During the second year the demand for the publications assumed such increased proportions and so numerous did the requests for them from Members of Congress for their constituents become, that at the first session of the Fifty-second Congress special editions of the principal bulletins were ordered by that body for distribution by Senators and Representatives. Not the

east among the applicants for the Bureau's publications were the ublic schools of the United States, whose especial attention had een directed to the study of Spanish-American affairs by the ieeting of the International American Conference; yet it was ıanifestly impossible as well as unfortunate that the more than 1,000 public libraries in the United States, not to mention those ı the sister Republics, and the 120,000,000 inhabitants of the ineteen Republics interested, could not have the Bureau publiations fairly distributed among them.

To meet this demand and the ever-increasing requests from ıose for whose benefit the Bureau was established, was a perlexing question which early pressed itself upon the attention of ıe executive officers of the Bureau. The second Director, Mr. LINTON FURBISH, who assumed charge on May 18, 1893, and eld office until March 29, 1897, issued a circular in October, 893, setting forth the facts as above indicated and announcing ıat thereafter a small price would be charged for all the publicaons, with the view to securing impartiality of distribution. This xperiment, which it was at first thought would result in a lessned demand demonstrated, within a very few months, that the Bureau had taken a firmer hold upon the commercial elements of ıe different countries interested than was originally anticipated. Requests for information and publications flowed in with increasıg force and a considerable revenue for increasing the scope of ıe Bureau's work may be reasonably expected from this source.

During the incumbency of Mr. FURBISH, in accordance with ıe recommendations of the International American Conference, the ssue of MONTHLY BULLETINS was inaugurated, the purpose being) procure and publish information regarding different industries f the several Republics and the possibilities of profit in their evelopment. The first of these BULLETINS was issued in October, 893, being entitled "Coffee in America." The second was ssued in November under the title of "Coal and Petroleum in olombia." The publication is now in its fifth volume. The ver-increasing size of this work is the best evidence of the hold : has on all those classes which the Bureau was established to each and to benefit.

During the year 1896 a most important step was taken by the

representatives of the countries composing the "International Union of American Republics." For the purpose of carrying out the evident intentions of the organizers of this movement an invitation was extended to the accredited representatives of the nations forming the Union, requesting them to meet the Secretary of State of the United States for the purpose of consulting in regard to the future work of the Bureau and of enlarging its scope. This meeting was held at the Department of State on April 1, 1896, all the independent nations of the Union being represented, with the exception of the Argentine Republic, Bolivia, Paraguay, Santo Domingo, and Haiti. A noticeable feature of the discussion which ensued was the marked interest evinced in the work of the Bureau by those present and their desire to extend its usefulness. A committee of five members was appointed to report upon the best means to carry out the ideas of the representatives. It was composed of Señor Don Matías Romero, Envoy Extraordinary and Minister Plenipotentiary of Mexico; Senhor Salvador de Mendonça, Envoy Extraordinary and Minister Plenipotentiary of Brazil; Señor Don José Andrade, Envoy Extraordinary and Minister Plenipotentiary of Venezuela; Señor Don Antonio Lazo Arriaga, Envoy Extraordinary and Minister Plenipotentiary of Guatemala, and Señor Don Joaquin Bernardo Calvo, Chargé d'Affaires ad interim (since promoted to Minister Resident) of Costa Rica.

Having devoted much time to the matters submitted to them, the committee made a final report, June 4, 1896, which was adopted by the representatives as a basis for the government of the affairs of the Union. The report was to the effect that the intention of the International American Conference was to establish a Bureau entirely international in character; that in view of this purpose it was desirable that citizens of the various countries composing the Union should be equally eligible to all the positions in the Bureau through competitive examination; that the common interest would be subserved by widening the scope of the work of the Bureau by making it the organ of the Union, not only for the purpose of collecting and disseminating commercial information, but of dealing with all subjects relating to economic life and growth of the countries of the Union; that such

enlargement of the work necessitated increased expenditures, while it was not desirable to exceed the limits of the original estimate of expense; that this increase of expenditures would best be met by the admission of advertisements in the publications of the Bureau. Thereupon the report recommended that the Director of the Bureau be instructed to take immediate action looking to the insertion of advertisements in the publications, and proposed further a plan for the reorganization of the Bureau, which incorporated certain regulations regarding the examinations for applicants for positions, and created a permanent executive committee to be composed of five of the representatives of the American nations constituting the Union. Four of these shall be called to serve ex-officio in said capacity by turns in the alphabetical order of the names of their nations in one of the four languages of the Union, previously selected by lot at a meeting of the representatives of the same, the Secretary of State of the United States being always, ex-officio, a member. At the end of the first year the first member of the committee shall be replaced by the fifth representative in the alphabetical list, the second by the sixth at the end of the second year, and so on in rotation from year to year. The Executive Committee shall convene in ordinary session on the first Monday of every month, and in extraordinary session whenever invited by the Secretary of State, and may, when so requested by a majority of its members, call a meeting of all the representatives of the Union.

The Executive Committee acts as a board of supervision of the administration of the Bureau, and three of its members personally, or by agents designated by them, form part of the board for the examination of applicants for positions in the Bureau. It audits the accounts of the Bureau. The Director is instructed to make a report to the Governments forming the Union as soon as possible after the 1st day of July of every year, on the work of the Bureau for the preceding year. This report, aside from presenting a detailed account of the receipts and expenditures for the year which it covers, shall indicate the quotas to be paid by the respective countries forming the Union, and include an estimate of the receipts and expenditures for the following year. Each of the Governments was requested to send to the Bureau a collection

of its laws, state or federal, and of any publications relating to its geography, industries, commerce, and resources in general. The publications of the Bureau, in the form of monthly bulletins and handbooks or monographs, shall have reference especially to commercial affairs, such as customs duties, transportation, budgets, statistics, and to any matter relating to the commerce and industries in general of the nations forming the Union, and, besides, geographical information, discoveries and explorations, and any subject that may extend a knowledge of the economic conditions and resources of said nations.

The first number of the MONTHLY BULLETIN published after advertisements were solicited was the November, 1896, number, which contained 39 advertisements of prominent business houses. The January number contained 47 advertisements, and since then the advertising patronage has grown so rapidly, that the BULLETIN, which in November, 1896, contained 141 pages of advertising and reading matter, in the April number, 1898, contained 324 pages, 129 of which bore the announcements of United States firms. Until March 1, 1898, advertisements were solicited upon commission, but the practice has been discontinued.

The specific information which the Bureau is called upon to furnish through its daily correspondence is surprisingly large. The inquiries regarding commercial matters addressed to it during the first four months of its existence numbered 700, while at the present time the mails will bring a like number in as many weeks. Naturally these inquiries come in greater part from merchants, manufacturers, and business men in the United States who desire to extend their trade with the southern Republics, and the Bureau in this respect is particularly useful to the manufacturer or exporter in the interior and smaller towns of the United States. Information is generally sought by manufacturers of railway supplies, agricultural and mining machinery and implements, wagons, furniture, paper, hardware, leather goods, jewelry, drugs, chemicals, and those engaged in other lines of industry as to the demands for their products, and whether their articles are adapted for use in the markets of the southern countries. The office answers these inquiries as far as practicable to suit the individual case, giving advice and information which apprise the inquirer of the climate

conditions of the market he seeks, in order that he may adapt goods to the circumstances, and in many instances he is placed ommunication with parties who willingly aid him in the intro- :tion and sale of his wares. But the seekers after information : not confined to this continent, nor to the merchants and manu- :turers. From Europe, as well as the United States, numbers of ters come burdened with questions regarding the climate, soil, vs, mines, wages, agricultural methods, rates of taxation, social nditions, etc., of the American Republics. The immense amount labor entailed in replying to these inquiries, ranging as they do er so broad a field, and requiring so much time, investigation, d correspondence, to secure the facts needed taxed to the most the comparatively small working force of the office, and September, 1897, there was created a Division of Information, th the view to answering with the least delay, and as accu- ely and fully as possible, the many requests for specific data ncerning the Latin-American Republics which reached the ureau from day to day. This Division is under the charge of r. HENRY L. BRYAN, who was the first Secretary of the Bureau, ving from February, 1891, to March 20, 1893.

Among the recommendations of the International American nference was one advocating the publication of a code of nenclature of articles of merchandise exported and imported. e work of preparing this code, or catalogue, of commercial ns devolved upon the Bureau, and was completed in 1897. e work, as completed, is in three volumes, in English, Spanish, l Portuguese, with the equivalents in each case in the other guages. It shows the fruit of seven years of labor, and is ierally recognized among those engaged in Latin-American le as a work of the greatest utility, containing as it does more n 28,000 terms designating articles of commerce arranged habetically in the languages named. The benefit to be derived the exporting and importing world from such a publication is alculable. Many of the terms used in it do not appear in any anish or Portuguese dictionary, this being particularly true h regard to engines and machinery and their component parts, l even more so in the case of the electrical inventions and liances which the latter day ingenuity is so prolific in evolving.

The United States Treasury Department, in January, 1898, adopted the Code of Commercial Nomenclature as a standard for use in all the custom-houses under it, and it is expected that many, if not all, of the other nations interested in the scheme of the Bureau will follow suit.

The most important work of the year 1897 was the preparation of the Commercial Directory of the American Republics, a work begun under the late Director JOSEPH P. SMITH, whose untimely death the Bureau was called upon to deplore early in the year 1898, less than twelve months after his appointment. Shortly after entering upon his duties as Director (March 29, 1897) Mr. SMITH became convinced that one of the most effectual means of bringing the manufacturers and merchants of the various countries into closer relations, and thus promoting industry and commerce, was to provide them with a reliable source of information as to the names of firms engaged in particular lines of trade or production, supplemented with the latest data procurable as to the resources, commerce, manufactures, trade usages, patent and copyright laws, business licenses, customs tariffs, passport regulations, mining laws, etc., of the American Republics and the West Indian and Central and South American colonies, with which they are so intimately associated in trade intercourse. It was recognized among the businsss men of the United States that a work of this character was one of the most immediate necessities for expansion of trade with Latin-American countries. The undertaking was one of great magnitude, and entailed large expenditures of money and time. It was conducted with painstaking care, in order that the publication should be recognized everywhere as a standard authority. The first volume was published about eight months from the time of its inception, and the second volume is now about to be issued. When the first copy of Volume I. of the Commercial Directory was issued by the Bureau, November 1, 1897, it was formally presented to President MCKINLEY by Secretary SHERMAN, representing the Executive Committee of the Bureau of the American Republics, who was accompanied by other members of that committee.

On handing the volume to the President, the Secretary stated that such a publication had never before been collated and given

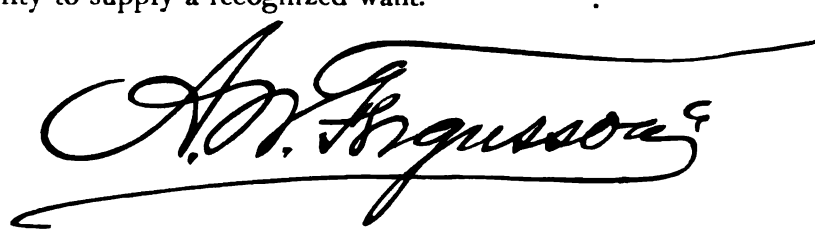
ıe world. The Bureau is in receipt of letters commendatory his great work from all the members of the Cabinet of the ted States and from the Chief Executives and cabinet mem- of all the countries interested in the Union, as well as from leading chambers of commerce and boards of trade. Many ıe most prominent business firms of the United States have gized the publication as the filling of a long-felt want, reflect- great credit upon the sound judgment and farseeing mind of late Director.

'pon the decease of Mr. SMITH, Mr. FREDERIC EMORY, Chief he Bureau of Foreign Commerce of the Department of e, was instructed by the Secretary of State to assume charge he Bureau as Acting Director, and, on February 28, 1898, by lution of the Executive Committee, this gentleman was)inted Director, provisionally. Mr. EMORY took up the work re it had been left by his predecessor, and is engaged in car- g out the general interests of the International Union on the so ably laid down by Mr. SMITH. Mr. EMORY served as etary of the Bureau from March, 1893, until April 17, 1894, n he was appointed Chief of the Bureau of Foreign Com- :e (then the Bureau of Statistics), the duties of which are lred to those of his present position as Director. It was not l May 21, 1898, that Mr. EMORY's successor as Secretary of Bureau was appointed, the position having remained vacant ıe meantime. On that date Dr. HORACIO GUZMÁN was desig- d as Secretary under special authority conferred by the cutive Committee.

'ne of the greatest drawbacks to the extension of trade between United States and its southern neighbors and the West Indies r to the establishment of the Bureau had always been igno- e on the part of the merchants and manufacturers of the first- ıed country regarding the peculiar requirements of the markets desired to control. How to remove this obstacle to trade, ı up those markets to the goods of the United States, and e these and those of her sisters on the south interdependent been the object of much serious study. Here the Bureau : to the relief of the busy merchant and manufacturer and icated the sound judgment of the conference that planned it.

There were those who decried the whole scheme of the International American Conference as Utopian, and looked upon its outcome (the Bureau) as an extravagant and useless project. The importance of this office as the great factor in the social and commercial economy of the whole Western Hemisphere, however, has been clearly and practically demonstrated. It no longer rests on theory. It has been recognized by the Congress of the United States, which in the current year has evidenced its appreciation of the work it is doing and of its far-reaching usefulness by passing a deficiency bill carrying a large appropriation to pay expenses incurred in collating, classifying, and publishing the immense masses of matter which it has issued, including the Commercial Directory of the American Republics, and also by passing the appropriation bill for the maintenance of the Bureau for the next fiscal year without a dissenting vote.

The Bureau's usefulness has been recognized by all the leading mercantile associations of the United States and other countries forming the Union, and it is also shown by the large advertising patronage which the prominent firms of the country named have given to the MONTHLY BULLETIN. That the Bureau has promoted good fellowship, extended trade, and developed important commercial interests is proven beyond cavil, in one way at least, by the enormous increase in postal communications between the United States and the Latin-American countries in the past eight years. And this is a very natural result. An office which puts the producer in direct communication with the consumer must have an immense value in the commercial world, and it needs but the means to live in order to more clearly attest its usefulness and its ability to supply a recognized want.



MEETING OF THE EXECUTIVE COMMITTEE.

ACTS OF THE PROVISIONAL DIRECTOR APPROVED.—APPOINTMENT OF SECRETARY OF THE BUREAU.

The Executive Committee of the International Union of American Republics met in the diplomatic reception room of the Department of State on Saturday, the 21st of May, at 11 a. m. There were present the Secretary of State, Hon. WILLIAM R. DAY, Chairman; Señor DON MATÍAS ROMERO, Minister from Mexico; Señor DON JOSÉ ANDRADE, Minister from Venezuela; Señor DON ANTONIO DEL VISO, Chargé d'Affaires of the Argentine Republic, and FREDERIC EMORY, Director of the Bureau of the American Republics. A report from the Director, describing the condition of affairs in the Bureau since his appointment, February 28, 1898, was read and approved. The Director stated that he had received letters of approval of the present business methods of the Bureau from various sources, including business interests which had been antagonistic. There was a general exchange of views among the members as to details of the Bureau business, and satisfaction was expressed with the results of the policy in force since the 28th of February. The committee unanimously adopted a resolution authorizing the Director to appoint a Secretary, pending the final reorganization of the Bureau. The committee adjourned with the understanding that it would meet again at some convenient time in the latter part of June, to be determined later, to consider the question of the future of the Bureau.

In his report the Director stated that he had invited the cooperation of the National Association of Manufacturers, the Philadelphia Commercial Museum, the Chamber of Commerce of New York, and other important trade bodies, in the effort to make the list of manufacturers and exporters especially interested in the Latin-American trade, which was in course of preparation for the second volume of the Commercial Directory, as representative and accurate as possible, and that he had received valuable assistance, which encouraged the hope that the results aimed at would be secured. The greater part of the second volume of the Directory, he added, is in type, and it is expected that the volume

will be ready for delivery about the 15th of June. Inasmuch as the price originally fixed for the two volumes ($5) was found to be insufficient to cover the cost, it was increased to $10 for the entire work. The change, it was stated, has thus far met with no objection, and the Director expressed himself as being satisfied that a sufficient number of copies of the Directory would be sold on this basis, without outlay by the Bureau for soliciting subscriptions upon commission, to contribute materially to defraying the cost.

The report also stated that the change in the business policy of the Bureau, in abandoning the practice of soliciting advertisements for the MONTHLY BULLETIN upon commission, would, so far from affecting the net revenues of the Bureau, probably result in securing the original object of the Executive Committee, which he understood to be to obtain an income available for the gradual expansion of the scope of its work. The Committee was also informed that circulars had been sent out inviting subscriptions to the MONTHLY BULLETIN from manufacturers and exporters of the United States, and that the responses indicate that a considerable number of subscriptions will be secured.

Under the authority conferred by the executive committee, Dr. HORACIO GUZMÁN, chief Spanish translator, was appointed Secretary of the Bureau, pending its final reorganization. The Bureau has been without a secretary since the resignation of FREDERIC EMORY, now provisional Director, on the 17th of April, 1894. It was felt that the interests of the Bureau demanded such an official, in consonance with the original intention of the International American Conference.

The new Secretary, Dr. GUZMÁN, is a Latin-American, capable of conversing in Spanish with the representatives of the Union, and transacting business with them with special knowledge of the institutions and methods of their countries. He is a native of the city of Granada, Nicaragua, and a son of Gen. FERNANDO GUZMÁN, who was President of that country from 1867 to 1871. Dr. GUZMÁN was educated in France and in the United States, and has been a resident of this country, except for brief intervals, for about seventeen years. During nine years, he represented Nicaragua in Washington as Envoy Extraordinary and Minister Plenipotentiary. He was a member of the International

American Conference. He became Spanish translator of the Bureau of the American Republics in June, 1897, after having passed a competitive examination.

To fill the vacancy created by the appointment of Dr. GUZMÁN, Mr. ARTHUR W. FERGUSSON, a member of the staff of translators in the Bureau, was promoted to the position of Chief Spanish Translator, under authority conferred by the Executive Committee, February 28.

TRADE RELATIONS IN AMERICA.—XII.*

INTERNAL RESOURCES OP THE WESTERN COAST OF SOUTH AMERICA.

In the MONTHLY BULLETIN for December, 1897, the commercial development of the western coast of South America was treated with particular reference to its relations with the United States. It is purposed now to briefly touch upon the internal wealth of the countries in the southern continent bordering on or adjacent to the Pacific Ocean, with the exception of Colombia, which was covered by the article in this series published in the BULLETIN for May.

The countries, then, on the western littoral, or near it, are Bolivia, Chile, Ecuador, and Peru, arranged alphabetically. The first-named country is the highest republic in the New World, its towering table-lands, encompassed by still loftier peaks, bearing vegetation and furnishing an abiding place for man at a greater altitude than any other known spot on the globe Its estimated area is 567,360 English square miles, with a population of about 2,000,000. When it is considered that only one-quarter of this number are whites, it can be readily understood that the great natural wealth of this ancient Incan domain lies fallow and mostly undeveloped. Industries are few, and even agriculture, man's first employment, is in a backward condition. Breadstuffs, potatoes, beans, etc., are produced in quantities sufficient only to meet the requirements of the home demand. Coffee is exported to the Argentine Republic and Chile, and though the soil is eminently fitted for raising it, more sugar is imported from Peru than

*The first article of this series, by the late JOSEPH P. SMITH, Director, was published in the MONTHLY BULLETIN for July, 1897.

is manufactured locally, where the cane is most generally grown for distillation. Rubber, coca, and cinchona bark are among the important products; the former is now outranking most of the others, and has become the subject of a considerable industry. The Government of Bolivia is fostering and promoting it by liberal concessions, and several companies have been formed in the United States to engage in the extracting and exporting of rubber.

Bolivia is the chosen home of the guanaco, universally used as a beast of burden, furnishing a wool of which many articles are made by the Indians, and when young being prized as an article of food. This animal and the llama are known as the camels of the New World. The latter, together with the alpaca and the vicuña, furnish wool of varying qualities. Immense herds of these animals roam the abrupt surface of the country. The chinchilla furnishes a fine fur, which is a valuable article of commerce.

The mineral wealth of Bolivia is too well known to need comment here, and very liberal concessions may be obtained from the Government. Horned cattle, sheep, mules, etc., are raised in large numbers and exported to the neighboring countries, yet the industry is susceptible of much greater development.

By reason of her isolated position and her lack of a seaport since the Peruvian-Chilean war, Bolivia's foreign commerce passes through Arica, Mollendo, Antofagasta and the eastern river ports of Porto Suarez and Villa Bella. The chief imports are: Provisions, hardware, wines and spirits, cotton, woolen, linen and silk goods, and ready-made clothes. The exports are silver, rubber, copper, wool, hides and skins, gold, coffee, coca, and cinchona.

There is no statistical office in Bolivia, and it is therefore extremely difficult, if not impossible, to secure trustworthy commercial data; but it may be said that the trade of the United States with Bolivia so far as the imports are concerned is nothing, and the exports are next to nothing. Germany practically controls the import trade of Bolivia because her merchants were far-seeing enough to establish branch houses there, which are all managed by subjects of the Kaiser who reside in the country and speak Spanish fluently, an accomplishment without which no foreigner can hope to succeed.

Where the Indian population so largely predominates and its

its are so few, no great increase in the import trade may be
ked for until rapid communication and contact with the outer
ld shall create wants now absolutely unknown. A commer-
kindergarten would bring about the desired end: optical illus-
ion is more prolific in results than all the circulars in the world,
cially where the ability to read is confined to the few.

n the matter of communications, the great trade and industry
moters, Bolivia is very deficient. Her natural configuration
much to do with this. There is a railway line connecting the
lean port of Antofagasta with the Bolivian frontier at Ascotan,
nce it continues as far as Uyuni, in Bolivia. A branch of
road runs to Huanchaca and to Oruro, the total length being
the neighborhood of 500 miles. Concessions for other lines
e been granted recently and the routes are being surveyed.
e route is to connect La Paz, the capital, with the Peruvian
ıtier; another will run from the river Paraguay, in the east of
ivia, to Santa Cruz; still another will join Oruro and Cocha-
ıba, and a fourth will furnish a steel highway between Chollа-
ı and Potosi. There is now being surveyed a line from
ivia to the Argentine Republic. New wagon roads are being
lt, and suspension bridges are being thrown over the larger
rs. In 1897, the total length of telegraph lines in the Repub-
was 2,980 miles, running to the Argentine on the east and the
ific on the west, with several interior connections.

The field which Bolivia offers to the dwellers in the gorged
lements of the world's populous centers presents many alluring
ures. She abounds in raw materials for many industries; she
sesses forests that have never resounded to the stroke of the ax;
has thousands of square leagues of fertile land and far-stretch-
plains that only await the hoe and the plow of the careful
ɔandman to repay his toil with a competence; beneath her sur-
lie treasures untold that will enrich him who brings them to
light of day.

EDRO DE VALDIVIA, who led the second Spanish expedition
nst Chile, likened the country to the blade of a sword, because
s great length and narrowness, a simile by no means inapt,
the Republic has a length of 2,270 miles and a width vary-
rom 40 to 200 miles. Its area is 293,970 square miles. But

narrow as it is, wonderfully fertile is the greater part of its soil, which is in nowise overcrowded, the census of 1895 giving its population as 2,712,145, or 9.2 inhabitants per square mile. It is more probable that the population then exceeded, and it certainly does now exceed, 3,200,000 inhabitants, most of whom are progressive and energetic. Of this number one and a half millions are engaged in agriculture, producing annually about 28,500,000 bushels of wheat and 9,000,000 bushels of other cereals, besides vegetables, fruits, etc. Small as is its population, it is noted for its industrial advancement. It is stated upon good authority that more than 500,000 head of cattle and 2,000,000 sheep, goats, etc., are raised in the country every year.

The mineral produce in the way of copper, silver, gold, coal, manganese, etc., is extensive. Chile's nitrate fields cover an area of about 220,356 acres, estimated to contain 2,316 million metric quintals of the nitrate of commerce. The total product from these fields in 1896 is given as 1,092,000 tons. English capital has been largely invested in this industry. An idea of the industrial development of the country may be gained from the fact that in 1895 in the Department of Valparaiso, with a population of less than 200,000, there were 417 industrial establishments, which during the year consumed raw material to the value of 20,057,573 pesos and employed 12,616 operatives, with 162 steam engines, having a total of 1,766 horse power. Among these establishments were gas works, breweries, sugar refineries, carriage and wagon works, sawmills, mineral and aerated water factories, etc. Tanneries, as may be supposed, form a flourishing branch of the manufacturing industry.

Chile was the first country in South America to construct railroads, and the Government has always promoted, through large subsidies and wise legislation, the upbuilding of its railway system. At the beginning of the year 1896 the total length of the railroad lines in the Republic was 2,080 miles. Of this length the State owned and had in operation 838 miles. Private corporations owned and operated 1,242 miles, represented by fifteen different lines. The Government at the time had 331 miles under construction and being surveyed. The leading line is the Grand Central, belonging to the State, which is composed of three divisions—from Valparaiso to Santiago and thence to

Melipilla; from Santiago to Talca, from San Fernando to Alcones, and from Pelequen to Peumo; from Talca to Talcahuano, San Rosendo to Traiguen, Santa Fe to Los Angeles, and Roblería to Victoria, a total of 766 miles. Work on the Transandine Railway, connecting Santa Rosa and Mendoza, which had been interrupted for a considerable time, has been again taken up and will be prosecuted vigorously by the Government. When the 46 miles of this line remaining to be built shall be completed, the last link connecting the Atlantic and Pacific oceans—Buenos Aires on the former and Valparaiso on the latter—will have been forged. It is claimed that the 622 miles separating the two ports named will be covered by express trains in twenty-nine hours. There are 25,000 miles of public roads and 2,875 miles of waterway.

At the end of 1895 the length of the State telegraph lines was 6,965 miles, with 8,330 miles of wire.

Chile's merchant marine consisted in 1896 of 188 vessels, with a tonnage of 105,642 tons. Forty-two of these vessels were steamers. English, German, and French lines of steamships ply regularly between the coasts of Chile and Europe through the Straits of Magellan, and constant and direct communication is maintained by Chilean and foreign steamship lines along the coast as far as Panama, there connecting with steamers for the Atlantic, Pacific, and Gulf ports of the United States, and for Europe.

Chile imports the bulk of the manufactured goods she consumes; but the Government offers inducements for the establishment of new industries, and is anxious to promote manufactures. It recently appropriated $500,000 to foster iron and steel enterprises, it having been demonstrated that a high grade of iron ore exists in abundance in the country.

The Republic can never expect to build up a large export trade with the United States, since what it sends abroad principally are wheat, copper, silver, nitrate, manganese, and iodine; the last three of which being the only articles enumerated not produced in the United States. However, the latter country may largely increase its export trade to Chile by its merchants consigning their goods to old-established and reputable houses in Valparaiso, Santiago, and elsewhere, who will push their sale. In fine, it may be said that the wealth of Chile lies in the development of its

magnificent resources. Its scanty population being insufficient to cope with the task unaided, makes it apparent that those from abroad who seek there shall find.

The Republic of Ecuador—upon whose abruptly undulating surface the sun rays fall vertically; where, by reason of its physical conformation, an elemental and botanical confusion reigns; summer mingles with winter, and seedtime blends with harvest time—is essentially an agricultural country. Writers who have visited it dwell upon the poverty of language to express the richness and magnificence of vegetation in that section of the American continent. In forest lands alone Ecuador possesses well-nigh incalculable resources. The coast produces cacao, coffee, tobacco, vegetable ivory, all kinds of tropical fruits, etc. In the settled parts of the interior grow wheat, barley, rye, corn, sugar cane, etc. Here are to be found seven different kinds of cinchona, many varieties of palms, Brazil wood, holy wood, ebony, cedar, and other timber trees; copal, dragon's blood, storax, and several varieties of indigenous plants from which dyestuffs are obtainable; fiber plants abound, and the stemless screw pine (*Carludovica palmata*) which furnishes the material for the head gear known the world around as Panama hats.

The country is also very rich in minerals; gold, silver, quicksilver, and other metals abounding, although the mining industry is still but little developed. The manufacturing industries are confined principally to sugar, flour, and sawmills, cotton factories, tanneries, and distilleries. Chocolate is made in large quantities, as are also the Panama hats above mentioned.

The principal articles of export are cacao, rubber, coffee, cinchona bark, vegetable ivory, hats, sole leather, dried skins, bamboo, tamarinds, tobacco, rice, and mats. Nearly every article manufactured in the United States suitable for a population of 1,270,000, over two-thirds of which are Indians, may find a market here. This population is distributed over an area of about 120,000 square miles, showing that the same disproportion of population to area exists here as in all the other nations of the southern continent, and that the foreigners who would better their fortunes can find here dormant, in a soil that needs no fertilizer, the natural resources that have but to be awakened by the energetic impulse of labor to

returns beyond the possibility of acquirement in less privileged
s.

he internal communications of Ecuador leave much to be
ed. Throughout a greater part of the country, mere bridle
s fill the want. Navigation of the inland waters is carried on
. few American and Ecuadorian built steamers and a large
of canoes and other small craft.

here is a railroad—the only one in the Republic—running
een Durán (opposite Guayaquil) and Chimbo, a distance of
niles. Late in the year 1897, the Government of Ecuador
red into a contract with a New York capitalist for the exten-
of this line to Quito, the seat of government. The undertak-
is a bold and expensive one, heights ranging from 8,100 to
oo feet above sea level having to be traversed in a total length
ome 404 miles between tide water and Quito. The route is
sed by so many rivers and streams that it is calculated that 830
ges will have to be constructed along the line. The cost of
work is estimated at $17,530,000. There are five lines of
n steamships touching regularly at Ecuadorian ports, as fol-
: The Pacific Steam Navigation Company (English) and the
ıpañía Sudamericana de Vapores (Chilean) plying between
paraiso and Panama, touching at Guayaquil; the Gulf line
glish) running between the last-named port and Glasgow, Liv-
ol, and Greenock; the Hamburg-Pacific Steamship Line (Ger-
) plying between Guayaquil and Hamburg and Antwerp;
French Pacific Line, running between Havre and the Pacific
s of South America. There are two principal lines making
gular trips: The Kosmos Line (German) touching at Guaya-
about once a month, and the Merchants' Line, composed of
glish ships chartered by W. R. Grace & Co., of New York,
ıing between New York and Guayaquil. These lines also
at Chilean and Peruvian ports.

'eru, with an area of 463,747 square miles, has a population of
:1,844. For three centuries the mention of its name has called
visions of wealth and opulence, which, through a long series of
s, internecine and foreign, have come to be regarded as figments
he brain; but they are not mere fancy—there still exists in that
ıred land a wealth and opulence of resources that may be con-

verted into the medium which develops and promotes industry and secures the comforts of life.

The agricultural resources of Peru are abundant and varied, ranging from all the products of the temperate zone to many of the torrid. Its great staples are the potato, which it first introduced to the world, all the breadstuffs, sugar cane, cotton, rice, tobacco, coffee, cacao, an infinity of fruits, many medicinal and fiber plants and dyewoods, chief among which productions are cotton, coffee, and sugar. In 1895 the exports of cotton reached 5,500 tons. The annual exports of coffee are about 1,060 tons. There are 95,000 acres planted in sugar cane. The production in 1896-97 amounted to 65,000 tons.

As is the case in the other countries where foreign capital is just beginning to seek investment, so far as the United States is concerned, manufacturing industries are not yet out of leading strings, but rapid strides are being made along this line. A protective tariff in recent years has stimulated native enterprise and many important industries have been planted. The refining of petroleum, which article is found in abundance in the country, gives promise of becoming a source of great wealth to the Republic. It is quite extensively carried on, and kerosene is being exported to Ecuador, Bolivia, and Chile. Alpaca wool is exported to the extent of 4,000,000 pounds a year, worth about $2,000,000. Peru manufactures and annually exports chemicals, drugs, and dyestuffs to the amount of $7,500,000.

To dwell upon the mineral wealth of this rich country would be to rehearse an "oft-told tale;" but it may be said that there are many sections still absolutely untouched that would yield fortunes to those having the capital to develop them. The total silver production of Peru in 1896 was estimated at 3,300,000 ounces. The number of mining and metal works and petroleum refineries in operation in the same year was stated to be 56, with a total capital of 18,781,000 soles (a sol being now worth about 41 cents), nearly half the companies engaged in these industries being Peruvian. Recent gold discoveries have been made which confirm all that has been said of the wealth of the land. Here, as elsewhere in the countries under consideration, the great drawback to the successful exploitation of the metalliferous regions lies in the absence of means of communication.

The merchant navy of Peru in 1896 consisted of 36 vessels of ver 50 tons, with a total tonnage of 9,953 tons; and 96 vessels nder 50 tons, aggregating 1,246 tons.

The principal ports of the Republic are Callao, Huacho, ncón, Pacasmayo, Chola, Mollendo, Etén, Supe, Pisco, Salaverry, ayta, and Chimbote, all of which have good piers, and Callao as a floating dock 300 feet long.

The steamship route of prime importance to the United States that between Panama and Valparaiso, which is monopolized by e Pacific Steam Navigation Company and the Compañía Sudnericana de Vapores, already mentioned above, in combination. he steamers of these lines connect at Panama with the Pacific ail steamships to San Francisco, and at Colón, across the Isthus, with steamers to New York, New Orleans (one way), and ith principal European ports. There are several lines of freight eamers engaged in the foreign and coasting trade which touch at eruvian ports.

There are no highways in Peru. The Indian, the mule, and e llama furnish the greater part of the transportation facilities.

Peru spent £36,000,000 sterling in building her railroads, cluding those ceded to Chile, and the builders performed some the most marvelous engineering feats the world has ever own.

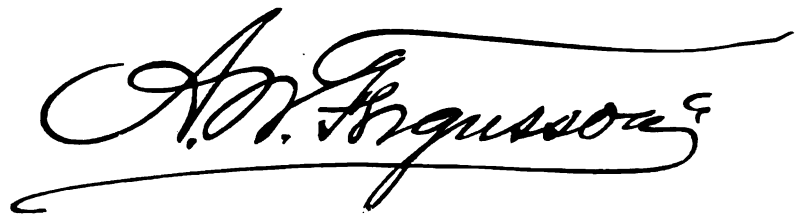
In 1895, the total length of the railroad lines was 924 miles, o of which belong to the State. This latter mileage is reprented by ten lines, which, together with the guano deposits, ines, and state lands, in 1890 were mortgaged for 66 years to e Peruvian Corporation, largely made up of English capital. here are six lines of railway owned and operated by private mpanies. The Government has in service 1,491 miles of teleaph lines.

From the foregoing it will be seen that nature has been lavish ith her gifts to the four geographical divisions named, and that l they need to take an enviable position in the great sisterhood American Commonwealths is increased population and better d swifter means of communication. The statements made and e figures cited show that, so far as the latter desideratum is conlered, the capitalists of the United States have not evinced their overbial farsightedness and energetic action. It were idle to

refer again to the immeasurable advantages the Nicaragua Canal would bring to the commerce of all the western coast of South America and the eastern and Gulf shores of the United States. A manufacturing country must seek buyers. They lie south of us. Rapid communication will bring them to our doors.

Statistics are dry things. They are not palatable to people generally. The unbelieving may urge that they are tainted with the alleged mendacity of interest; but while all things human remain imperfect, statistics will serve one useful object—they will, straw-like, show the direction of the wind and commercial currents, and those of us interested in trade, like wise mariners, should trim our sails and shape our course so as to take advantage of both.

Bishop BERKELEY has said that the course of empire has taken its way westward. The star of commerce points toward the Southern Cross.



SENHOR SALVADOR DE MENDONÇA.

Senhor SALVADOR DE MENDONÇA, who on the 18th ultimo, placed in President MCKINLEY's hands the letter terminating his mission as Envoy Extraordinary and Minister Plenipotentiary of Brazil to the Government of the United States, which he has so acceptably conducted during the last seven years, takes with him to his new and honorable diplomatic post at Lisbon the cordial esteem of the officials and people of the United States. The "Washington Post," referring to his departure, admirably expresses the obligation of the United States to this accomplished Minister "for the broad and statesmanlike views which have always actuated him, for the able and tactful diplomacy which he has displayed, and above all for the unvarying friendship which he has shown toward us as a nation."

Senhor MENDONÇA has broad and liberal political principles,

ıerited from the Radicals of the days of the Regency and
›oused early in life, when, as a young advocate at the bar, he
led in the establishment of a Republican journal in Rio—the
ɜt enterprise of the kind undertaken during the Empire—and
›st tenaciously and enthusiastically held and advocated by him
this day. Selected twenty-three years ago as Consul-General
New York by the Emperor of Brazil, who was not ill-disposed
ward Republicans and at the same time not averse to sending
ɜm abroad, Senhor MENDONÇA has had in the United States
usual opportunities, which he has zealously utilized, for the
›se study of institutions that always interested him, and for form-
ɣ a more perfect acquaintance with the jurists and statesmen
ıose teachings he had early learned to revere.

But Minister MENDONÇA has been not merely an observer and
tener. This representative of the youngest Republic of the
ıthern continent, by reason of his broad views of policy and his
hesitating adherence to the principles of popular government,
s in the past seven years inspired and sustained those charged
th the affairs of this whole continent in adopting measures tend-
ɣ to elevate their respective peoples and to make for peace and
tional honor. To quote from the appreciative editorial in the
›ost": "He has from first to last been an industrious worker in
erything that tended to more completely cement the relations of
ɜ United States with his own progressive Republic." His suc-
ɜsful service in respect of the reciprocity arrangements of 1891
th the United States, his earnest efforts in the Pan-American
nference for the establishment of a permanent international court
· the peaceful settlement of disputes, and his zealous support of
ɜ Commercial Bureau of the American Republics, representing
ɜ International Union, are fresh in the public mind.

During his residence in the United States, Senhor MENDONÇA,
his public addresses, by his contributions to the leading reviews
the country, by his elegant hospitality, has gained especially the
eem of cultivated people. His articles in the "North Ameri-
ı Review," and his recent address to the manufacturers at Phil-
elphia, as well as the farewell speech which appears in this
ɹLLETIN, have a charm of style that is the more remarkable from
ɜ fact that English is not his native tongue. At his home, the
istic and literary society of Washington found rare culture and

refinement, and it was there that diplomatic representatives from Europe and America were drawn into an intimacy closer perhaps than had ever existed before in Washington.

Following is the address of Minister MENDONÇA, and the response of President MCKINLEY:

The Minister said:

Mr. PRESIDENT: I have the honor to place in your hands the revocatory letter by which the President of the United States of Brazil terminates my mission near the Government of the United States of America.

Hoping that Your Excellency may concur in the belief expressed by my Government that I have, in fulfillment of its instructions, discharged the duties of my mission in an agreeable manner to your Government, and adding to the expression of the best wishes of the President of Brazil for your happiness and for the prosperity of your country my personal good wishes, I might consider closed my official address.

But friends do not part in the solemn hour in which the nation is called to arms, with diplomatic forms merely. Moreover, my debt of gratitude to your people and Government for the treatment which I have received at your hands during a residence of almost a quarter of a century is so great that I can not take leave without expressing to the first citizen of this mighty republic my heartfelt appreciation of your benevolence toward a student of your institutions and an admirer of the high character of your nation.

Opening your country since the colonial times as a land of refuge, and establishing your commonwealth on the solid foundation of the freedom of conscience; giving to the world the principles of the Declaration of Independence; affirming by the consolidation of the Union and by the abolition of slavery that this continent was thenceforth consecrated to liberty, your people have come to the front rank as a powerful factor of modern civilization. Fearless before the strong, magnanimous toward the feeble, deeply convinced that justice and right are the corner stones of the state and fairness the measure of international dealings; industrious, intelligent, law abiding, and peace loving, your nation can well be proud of its achievements, and no one has had a better opportunity than I to satisfy himself, by a careful observation of men and laws, of your steady advancement and progress.

I have seen your country in its days of joy and of sorrow. I saw at the celebration of the centenary of your independence, the past-master in the art of war open the great fair of the arts of peace, and reveal to the world the double greatness of the nation which in ten years had transformed swords and guns into implements of industry. I saw the great hero laid to rest in the heart of your great metropolis, amid the mourning of the whole land, and witnessed his apotheosis celebrated by the voice of the entire nation. I saw the Chief Magistrate of the nation felled by an assassin's hand and observed the Republic continue firm and serene under the empire of the law. In its joy or sorrow the nation did not depart a moment from the confidence in its high destiny.

I have visited the different regions of your broad land; I know the active

ıen of the East, the open-hearted inhabitants of the West, and the chivalrous outherner. It has been my fortune to meet the statesman, the scientist, the rtist, the manufacturer, the farmer, and the workman. Their common ideal the honor and greatness of their country.

I have trod the modest paths of the land which lead to sacred places; Mount 'ernon, where the founder lies; Hollywood, where Monroe rests; Oak Hill, 'here Blaine reposes. I have listened to the voices of the wind passing through ıe branches of the oaks which cast their shade over their tombs and learned ıe secret of your greatness. May yours be an inspiring example to the whole ontinent. It has been my aspiration before leaving your country to sit again t a table around which all the American republics would reenact on a more ɔlid basis the agreement outlined by the unratified treaty of the 28th of April, 890, distributing the responsibilities of the policy of Monroe by the members f the compact, as it is due to their sovereign character. Blessed be the day 'hich shall witness the meeting of such a congress, first step for the establish- ıent of an American Diet, high court of the international affairs of our continent.

Wherever the duty to my beloved country will call me, I can assure you that ıy heart and sympathy will be with your noble people and with the standard- earer of the republican America, who is advancing the outposts of human free- om into the last intrenchments of the past.

PRESIDENT M'KINLEY'S RESPONSE.

The President replied as follows:

Mr. Minister: Recalling your many years of efficient and friendly representa- ion at this capital, and mindful of the agreeable associations which you have ɔrmed with the officers of this Government in the fulfillment of your honorable ıission, I can not but feel regret that your transfer to another post terminates he personal relations you have so acceptably maintained with this Government ınd with the people of this country; although I must, at the same time, con- ;ratulate you on the further proof of confidence in your ability and zeal which 'our own Government has given you in assigning you to another important nission.

The eloquent words you have addressed to me show that your long sojourn n this country and your many opportunities of observation and of intercourse vith our people have imbued you with a clear perception alike of the his- orical and moral origins of our political and intellectual system and of the high ɔurposes which have ever inspired our Commonwealth in its relations with the ɔther communities of the earth, whether they be our neighbors or our distant riends, our coadjutors or our generous rivals in the paths of industry and com- ıerce, or whether allied to us by ties of blood and similarity of constitutional ɔrms or divided by differences of race and governmental structure.

For nearly a quarter of a century you have dwelt among us, a spectator of ıur domestic development and an interested student of the great social and ıolitical problems which have so seriously confronted all the nations during hese closing years of the world's most eventful century, and from which the

United States, while steadily keeping to their own self-appointed path, have not been exempt. However sore the passing trial, or hard the problem of the hour, you have seen it met by the calm reason and hearty fortitude of our people, furnishing additional evidence of the wisdom of those who founded the republic on the immutable bases of union, justice, self-control, and charity toward all.

I wish for you, Mr. Minister, all personal happiness in your new field of useful duty. May the memories you take with you of the friendship and esteem you have won here be matched by those which lie before you in another land.

In thus bidding you farewell, I ask you to be the messenger of the earnest, fraternal greetings of this Government and people to Brazil and its citizens, and of their trust that they may long reap the fruits of their devotion to the cause of self-government, and that the blessings of peace, advancement, and plenty may ever be their lot; and I beg you to assure the President of the republic of my cordial wishes for his personal welfare.

ARGENTINE REPUBLIC.

DESTINATION OF THE LEADING EXPORTS FOR THE YEAR 1897.

The table below, showing the destination of the principal articles of export from Argentina for the year 1897, is taken from the "Review of the River Plate" of January 29, 1898, compiled from official statistics of the Government:

	United Kingdom.	United States.	France.	Germany.	Belgium.	Italy.
Dry oxhides	9,515	1,209,929	91,285	289,051	210,080	482,820
Salt oxhides	28,476	.....	109,318	352,717	372,604	29,413
Dry horsehides	.....	.....	6,828	74,418	1,989	.....
Salt horsehides	.....	.....	11,206	68,490	9,855	.....
Sheepskins.....bales..	11,190	1,040	48,075	3,539	1,934	4,939
Hair.....do....	267	851	469	642	2,059	462
Tallow.....pipes..	5,837	.....	8,574	919	414	10,747
Do.....casks..	10,511	.....	4,011	2,570	1,580	432
Do.....hogsheads..	1,571	.....	11,205	1,375	750	3,517
Goatskins.....bales..	.....	2,590	1,006	.....	2	.....
Wool.....do....	19,462	49,675	188,110	97,977	80,202	18,546
Frozen wethers	2,009,075	.....	57,358	.....	.....	.....
Wheat.....tons..	10,802	.....	811	1,233	14,308	25
Maize.....do....	69,255	.....	44,712	8,271	51,772	16,202
Linseed.....do....	51,852	.....	43,767	6,898	16,655	2,138
Flour.....do....	.....	.....	.....	.....	29	.....
Bran.....do....	289	.....	16,811	23,456	3,460	583
Pollards.....bags..	5,626	.....	150,002	.....	.....	252
Oilseed.....do....	23,258	.....	4,263	94,908	9,481	364
Birdseed.....do....	.....	31	1,127	.....	3,069	.....
Hay.....bales..	1,512	.....	2,419	.....	2,061	639
Quebracho.....tons..	1,160	2,968	3,697	38,713	11,942	8,716
Tobacco.....bales..	.....	.....	.....	3,815	46	.....
Butter.....cases..	15,402	.....	.....	.....	.....	.....
Sugar.....tons..	22,058	5,099	.....	.....	.....	.....

	Spain.	Cape Colony.	Brazil.	Orders.	Other countries.	Total.
es.....	206, 024	.....	.....	.....	2, 000	2, 500, 704
es.....	2, 674	.....	.....	42, 662	.....	937, 864
hides.....	117	.....	.....	.....	.....	83, 352
hides.....	.....	.....	.....	.....	.....	89, 551
s.....bales..	9	.....	.....	.....	.....	70, 726
.....do....	.....	....	.....	.....	.....	4, 750
.....pipes..	3, 779	.....	3, 802	.....	.....	34, 072
.....casks..	2, 345	.....	5, 441	.....	2, 345	29, 235
....hogsheads..	3, 487	.....	6, 171	.....	289	28, 365
s.....bales..	7	....	.....	....	.....	3, 605
.....do....	43	....	.....	....	.....	454, 015
thers.....	.....	....	.....	....	.....	2, 066, 433
.....tons..	57	12	46, 249	18, 156	2, 636	94, 289
.....do....	3, 172	9, 994	101, 068	58, 735	11, 258	374, 439
....do....	14	.....	201	45, 312	1, 015	167, 852
....do....	....	.....	40, 461	2	132	40, 624
.....do....	253	242	1, 799	684	70	47, 647
.....bags..	....	.....	.....	.....	50	155, 930
.....do....	188	.....	.....	.....	.....	132, 462
.....do....	....	.....	11, 461	5, 268	.....	20, 956
.....bales..	.....	38, 035	671, 266	4, 948	12, 474	733, 354
).....tons..	....	.....	.....	55, 070	1, 260	123, 526
.....bales..	....	.....	.....	180	.....	4, 041
.....cases..	2	.....	462	....	....	15, 866
.....tons..	.....	97	.....	13, 120	.....	40, 374

BRAZIL.

TRADE OF PERNAMBUCO IN 1897.

British Foreign Office has recently issued the report of nsul WILLIAMS on the trade and commerce of the con- strict of Pernambuco for the year 1897.

ring to the new industrial enterprise inaugurated by the LIMA late Governor to introduce and develop a system al sugar factories or "usines," Consul WILLIAMS states ing to the fall in exchange and injudicious management, ritorious undertaking has not proven successful. The ls trade of Pernambuco is said to be largely in the hands Swiss firms; the remainder is carried on by Portuguese ve houses. From the report, it would seem that there is opening for United States manufacturers in this line, but to secure it energetic effort will have to be put forth. neral prospects of the import trade are very favorable at ne. Large entries, covering all kinds of goods, have been telegraphed to Europe, and, owing to the very ocks on hand, it is thought by the Vice-Consul that this will continue for an indefinite period.

Sugar and cotton are the principal productions and exports of the State of Pernambuco. The crops of 1896–97 gave the smallest yield of any since 1889–90. This falling off is attributed chiefly to unfavorable weather, both drought and flood doing great damage to the growing cane and cotton. The present crops (1897–98) promise to be somewhat larger, but will still be short of the average. The anticipated higher prices of these staples give promise of better financial conditions to follow. The bulk of the sugar and cotton being now consumed at home the quantity exported has grown less year by year.

The new coastwise law, restricting the traffic to Brazilian vessels, which went into effect on December 5, 1896, and concerning which serious apprehensions were entertained that the Brazilian mercantile marine would not prove adequate to meet the demands of the trade, has successfully demonstrated its practicability.

Numerous factories have been established in the State and are working successfully. Among these are a gunpowder factory and a jute factory, while cotton mills, soap works, and a match factory, all protected by a high tariff, are doing well. Labor is plentiful and cheap, and the hours are excessively long, work being carried on in some of the cotton mills for fourteen hours. In the agricultural districts an ordinary "hand" receives about 30 cents per day, working from sunrise to sunset.

Pernambuco is well supplied with submarine-cable communication, besides a telegraph line up and down the coast owned by the Federal Government. The three English companies owning the cables are: The Brazilian Submarine Telegraph Company, from Pernambuco to Europe via St. Vincent (Cape de Verde) and Madeira; the South American Cable Company, from Pernambuco to Europe via Fernando da Noronha and Senegal on the west coast of Africa; and the Western and Brazilian Telegraph Company, on the coast of Brazil, between Para and Santos.

The cotton crop in the district of Penedo for the year 1897 was about 21,000 bales, an increase of 5,000 bales over the production of the preceding year, and prices ranged from $1.90 to $2.30 per 15 kilos. The maize crop was a large one, amounting to 54,000 bags, an increase of 32,000 bags over last year. The sugar crop was practically nothing, perhaps 10,000 bags, a heavy flood having destroyed the growing cane. The trade in

goat and sheep skins suffered a great reduction. From an entry of 150,000 skins per month two years ago, Penedo is now receiving only about 15,000 per month. Salted dry hides are estimated at 70,000 for the year.

From Ceará, it is reported that much attention is being given to the planting of "maniçoba," and a million of trees are expected to be in full growth within the next four years. The maniçoba is a kind of *Euphorbiacea*, the sap of which contains rubber. This rubber so nearly resembles the Pará rubber that in European markets it is sold under the general name "Brazil rubber," without making any distinction as to the State whence it is exported. Maniçoba abounds in the State of Ceará, especially in the districts of Ceará, Baturité, and Itapipoca. The price ranges from 58 cents to $1 per kilo. The process of extracting this rubber is about the same as that followed in the States of Pará and Amazonas.

The report from Parahyba do Norte represents the cotton crop of that district to be much in excess of that of 1896, while sugar showed a decrease. The bulk of the sugar produced in Parahyba goes to Rio and southern ports, the remainder to the United States.

Vice-Consul BOLSHAW reports from Rio Grande do Norte that the year has been a very favorable one for the staples—cotton, sugar, and rubber. The cotton is sent almost exclusively to southern Brazilian ports for consumption in the national factories, while rubber, hides, and skins are shipped to the United States, that market also practically monopolizing the sugar yield.

WARNING TO EXPORTERS.

For the protection of the public health, the Government has found it desirable to subject all wines, lard, and other alimentary substances arriving in the country to an official analytical inspection before being delivered for general consumption. The law under which the analysis is conducted is as follows:

The wines, lard, as well as any alimentary substance condemned by the national laboratory, can not be cleared, and its owners or consignees shall be obliged to reexport them within the time indicated by the inspectors of customs, or, in case they do not do so, the articles shall be destroyed, and a fine of a thousand milreis imposed on the importers or consignees, in accordance with Article 15 of the Law No. 489, of the 15th of December, 1897.

The following are considered as injurious to public health and condemned: Wines, as well as all alimentary substances containing boric or salicylic acid,

alcohol of bad quality, mineral acids, sulphuric, sulphurous, nitric, hydrochloric acids, sulphites, alum, fluorsilicates, fluorides, alkaloids, saccharine, salts of strontium, lead, zinc, tin, arsenic, antimony, sulphate of potash in quantities of more than 2 grammes per liter of wine, except for wines of alcoholic grade above 20, for which 4 grammes of sulphate of potash per liter will be allowed; bitter substitutes for hops, as absinthe, quassia, colchicum, picrotoxine, colocynth, nux vomica, piric acid, aloes, as well as essences prepared with greasy ethers, coloring matter derived from coal and combined with lead, mercury, copper, arsenic, antimony, barium, or any other substance recognized, or which may be recognized, by science as injurious to health.

And in all cases the importation of wine recognized as artificial is prohibited, even though it does not contain substances injurious to health, and the first part of this act shall be applicable when within the time fixed by the inspector such wines are not reexported by the interested party.

It is, moreover, to be noticed that the articles above mentioned can not be submitted to analysis at ports situated in other States and remote from the capital. Under the provisions of the following regulation, dated 11th of October, 1897, which is still in force, samples must be sent to Rio even in the case of marks well known in international commerce, if unknown in the local markets. This a very serious delay may be experienced in the delivery of such goods:

Seeing that most of the States are not provided with laboratories for the analysis of substances comprised in article 40, of Law No. 428, of 10th December, 1896, and that innumerable claims have been raised with regard to the analyses made in some of these institutions whenever any article is imported which is unknown in the local market, and on which the National Laboratory has not yet pronounced, they should officially transmit to the Department of the States a sample for examination. They are to proceed similarly whenever any imported article is suspected or denounced as being injurious to public health.

Outside these cases the Department of the States must be guided by the analyses of the National Laboratory published in the "Boletine da Alfandega do Rio de Janeiro," and in the "Diario Oficial," Circular No. 16, of the 11th of March last.

MINISTER BRASIL.

Senhor JOAQUIN FRANCISCO DE ASSIS BRASIL, the newly appointed Envoy Extraordinary and Minister Plenipotentiary of Brazil to the United States, has been formally received by President MCKINLEY as the successor of Minister MENDONÇA, who has been transferred to Lisbon. Senhor BRASIL has been for many years in the diplomatic service of his country, his last post having been the honorable and responsible position of Minister to Lisbon.

COSTA RICA.

FINANCIAL, EDUCATIONAL, AND INDUSTRIAL CONDITIONS.

On the 1st of May, in pursuance of law, the National Congress began its regular session. On that day, the President of the Republic sent his customary message, in which he gives a brief summary of the general progress of the country during the fiscal year ending April 30, which date is also the end of the presidential term which began in 1894.

The message first refers to the recent difficulties with Nicaragua, and notices the patriotic fervor, the spirit of union, and the enthusiasm with which the country in its entirety gathered around the Government and prepared for defense. It then alludes to the peace negotiations terminating in a treaty of arbitration signed on board the United States warship *Alert*, and concludes on this subject as follows: "In this regard, I take pleasure in fulfilling a sacred duty, the duty of recording here, in the name of the people and of the Government of Costa Rica, a special expression of acknowledgment to the enlightened Governments of Guatemala and of the United States of America for their good offices in behalf of peace, as well as to their worthy representatives, Messrs. MERRY and LIANFIESTA, charged with so important and transcendent a mission, in which Señor LIANFIESTA had the fortune to secure active assistance and efficient cooperation."

Following are additional points of interest in the message:

With the exception of the incident mentioned, the normal condition of the Republic, its forward march and the habits of order and of love for peace and labor, characteristic of the Costa Rican people, have not suffered the slightest variation.

The friendly relations which Costa Rica assiduously cultivates with the nations of America and Europe are daily becoming closer and more cordial, and with none of them is there pending to-day a single question that can disturb or in the slightest degree weaken them. To reach this result, from which the country, notwithstanding its limited area, derives very marked proofs of esteem and consideration on the part of nations powerful by reason of their grandeur and culture, the Government has omitted no effort whatever within the limits of propriety, nor has it been derelict in

fulfilling the duties imposed upon it by international law and courtesy.

The status of public instruction is flourishing. Without disregarding professional and secondary instruction, the Government has given attention, preferably, to primary teaching, as this is the nonevadable obligation of the State and a peremptory need of the people.

On nothing can Costa Ricans so properly pride themselves as upon the state of popular education, the enthusiasm with which it is sought and promoted, and the efficient protection which it receives on the part of the Government.

To show the spread of education during the administration, it is only necessary to indicate that, in 1893, there were 280 schools, and in 1898, there were 388. The attendance in the former year was 17,517 on an average, and to-day it is 23,134 pupils. The number of school buildings in 1893 was 167, and in 1898, it is 259, the number of teachers having been increased by 332 during that period. The boards of education own 259 school buildings, have 31 under construction and 78 planned. The value of school property, acquired principally through the direct subscriptions of the people and through liberal assistance on the part of the Government, during the same period, largely exceeds $1,000,000. This simple comparison is an eloquent proof of the devotion of the Government to education, it being considered one of the most esteemed privileges that should be granted to a people.

After looking to the maintenance of public order and social tranquillity, after placing the moral and intellectual education of the people upon a solid basis, there is nothing more beneficial to them than for the State to devote its most energetic efforts to the development of economic interests, since they constitute elements indispensable to the prosperity and well-being of nations. To carry into execution this doctrine by the means counseled by experience, without losing sight of the peculiar conditions of the country, of the factors of production as well as of international exchange, has been the task of the Government, undertaken with unconquerable faith, with undeviating resolution, with an energy of purpose which is inspired by the intimate conviction of the good that results.

The excellent organization of the public treasury, the honest

administration of the revenues that constitute it, and the suitable investment of the same, form the indispensable basis for carrying this purpose to a successful termination. The Government possesses this, and through its powerful aid, has been enabled to meet heavy pecuniary obligations contracted by previous administrations, and to undertake works largely beneficial to the increase of wealth and the development of the country.

During the fiscal year 1897–98, the public revenues amounted to $8,424,104. This amount exceeds the revenues of the previous year by $936,935, and the estimates by $320,172. The expenditures amounted to $8,315,455, which, as may be seen, leaves a surplus of $108,650.

The Government, firm in the purpose that the monetary system established on a gold basis will achieve the desired results, has on deposit in gold $1,000,000, and it purposes making the necessary provisions to insure the circulation of this coin before the time foreseen when the monetary reform was decreed.

The leading part which credit plays in the economic development of a country is well known. That of the Government within the Republic, as well as abroad, enjoys full confidence by reason of the faithful meeting of obligations contracted, principally in the way of the foreign debt, which is paid with the greatest promptitude.

Among public works, the construction of the Pacific Railway figures as the most prominent, owing to its vital importance to the country. Between 1,000 and 1,200 men are engaged on the work, which is being pushed with the greatest energy. The first 15 miles are ready for the laying of the rails, and according to information from the construction company, the month of July or August will see the line finished as far as Río Grande, a distance of 25 miles. The contractor expects to have the railroad completed and in operation to Tivives next year, thus completing the interoceanic line between Limón on the Atlantic and Tivives on the Pacific.

At the port of Tivives, on the Gulf of Nicoya, not far from Puntarenas, much work will be done in the way of improvements, and to this end the Government is negotiating with a reputable French house which has already made the necessary plans.

Many other works of public utility have been undertaken and

efforts are being made to complete them; among these are the National School of Correction, several wagon roads, and, at Port Limón, sanitary improvements, enlarging the harbor by means of a breakwater, and other works.

The President praises the conduct of the army which marched to the frontier because of the difficulties before mentioned, and closes his message with these words:

"Peace having been arranged upon honorable conditions, the army, inimical by nature and tradition to military adventure, recalls the beloved home and returns to it again, giving itself up to the peaceful enjoyments of the family and the remunerative tasks of labor."

PRESIDENT IGLESIAS'S INAUGURATION, SECOND TERM.

The new presidential term was inaugurated on the 8th instant, pursuant to law and custom. President IGLESIAS, reelected for the new term, in his inaugural address, ratifies the programme of his first progressive administration and closes with the following paragraph:

> Upon closing my first term in the Government, permit me to record in this address as the sincere expression of public sentiment, which I am sure I interpret faithfully, the gratitude with which the nation is possessed toward all the foreign colonies residing in the country, for their spontaneous and generous offerings toward meeting the calamities which of necessity spring from the state of war in which the Republic found itself a short while ago. This attitude, as noble as it was cordial, is considered by Costa Rica as responsive to the affection she professes and entertains for the foreign colonies because of their high character and their efficient support in the work of our advancement.

ECUADOR.

NEW CUSTOM-HOUSE AT GUAYAQUIL.

...ent made by the Government regarding the

For the payment of said building, the custom-house law disposes 4 per cent of the surcharge on import dues, which is calculated to produce an average of 150,000 sucres a year, and the amount has been ordered to be deposited from January 1 of this year.

The person or association that obtains the contract will be called upon to pay the Government, before signing the same, 6,000 sucres as price for the plans of the building.

All offers will be received at the office of the Secretary of the Province and at the Ecuadorian consulates in New York, Paris, Liverpool, Brussels, and Hamburg up to the 31st day of August, 1898.

INDUSTRIAL NOTES.

Information received indicates that the Provinces of Los Rios and Guayas will produce this year an excellent crop of cacao, the staple of that region. The financial condition of the Republic is said to be satisfactory, and under the influence of the peaceful conditions prevailing throughout the country and the liberal régime of President ALFARO, the general outlook is most promising.

A contract for the construction of the railroad from the seacoast to Quito has been signed with Messrs. DRAKE, STRATTON & Co., and Mr. HARMAN has gone to London to complete arrangements for commencing the work.

HAITI.

MINISTER POWELL'S SUGGESTIONS FOR INCREASING TRADE WITH THE UNITED STATES.

"The Manufacturer," published in Philadelphia, in its issue of May 7, contains a lengthy article, by Hon. WILLIAM F. POWELL, United States Minister to Haiti, pointing out obstacles now existing to the development of the trade between the two countries and submitting some practical suggestions for remedying those conditions. In substance, the Minister says: Manufacturers should send agents, who understand the French language, to study the tastes of the people, their favorite colors, and likes and dislikes for the various classes of goods, and then cater to the trade by manufacturing goods the people desire. These matters, small as they may seem, impede the sale of American manufactures, espe-

cially textile goods. Another important factor is the suitable and salable lengths which the buyer demands, as our manufacturers assume certain arbitrary ideas in this regard which the buyer must accept or do without the goods. Great care should be taken in packing the goods, that they may be in an attractive condition on reaching the market and therefore more salable.

The white potato raised in Haiti is of an inferior quality, and for many years, the American product was the only potato sold there. Requests were made repeatedly to American shippers to send these potatoes in small packages, as they were using barrels and bags. No attention was paid to the request, and merchants in France, learning of this, sent potatoes as an experiment in crates, which proved successful, and now find a ready market to the exclusion of the American product. The same can be said of the butter used there, the best coming from Denmark, packed in one and two pound buckets, which find ready sale, the American article being equally good and in many respects superior but unsalable, as it is packed in a manner inconvenient for use.

The means of communication between the coast and interior are meager, the roads poor and mountainous, and the donkey, the universal beast of burden, is used for conveyance; consequently small packages are a necessity. If evils of this kind were remedied, the market would soon be controlled by American manufacturers. Communication between the various ports of the Republic is made by water, either steam or sailing vessel, the interior trade being carried on by pack animals. There is an excellent opportunity for enterprising Americans with capital and energy to build railroads. The climate is unsurpassed, and even in the rainy season the mornings are clear, rain never falling until late in the afternoon or at night.

Agriculture is the chief industry of the country, the main revenue being derived from coffee, logwood, and cacao. The raising of fruit could be made a profitable and paying business, as the cultivation of the orange, banana, lemon, lime, and cocoanut receives but little attention. There is but one manufacturing establishment on the island, and it is owned by an enterprising American, who has conceived and is carrying forward projects that will utilize the valuable woods found there. The

Republic has wonderful resources yet undeveloped. Its soil is prolific, and its mines of coal, zinc, copper, and salt await American enterprise.

The business community is in favor of a reciprocity treaty with the United States, but this is impossible with this Government, as the main portion of its revenue is derived from the duties obtained from imports, there being no tax levied on real and landed property. The import duties will soon be increased 25 per cent, the amount obtained from this source to constitute a sinking fund in case a loan is effected. This loan is to provide for the retirement of the paper currency and to bring the country to a gold standard. After such retirement of the paper currency, all public contracts on the part of the Government and all private contracts on the part of the merchants will be based on the standard value of the American gold dollar, which in the future will be the measure of value and the only medium of exchange. The exports of Haiti for the four months, October 1, 1896, to January 1, 1897, are reported by the Banque Nationale d'Haiti as follows:

Haitian ports.	Coffee.	Cacao.	Logwood.
	Pounds.	*Pounds.*	*Pounds.*
Port au Prince	5,224,381	124,283	500,000
Cape Haitien	6,522,134	63,053	2,448,600
Saint Marc	322,728	.....	3,855,000
Gonaives	3,189,409	5,767	7,409,450
Port de Paix	426,598	3,461	3,844,000
Petit Goave	2,494,558	.....	.....
Miragoane	494,499	.....	1,643,450
Jeremie	2,115,822	554,722	290,000
Aquin	855,661	.....	756,000
Aux Cayes	4,701,550	.....	1,046,000
Jacmel	6,989,903	.....	110,000
Total	33,337,243	751,286	21,902,500

In addition, Haiti during this period exported from the various ports 47,639 pounds of cotton, 3,975 feet of mahogany, 42,637 pounds of hides (cattle), 25,491 pounds being shipped from Port au Prince alone; 10,910 pounds of lignum-vitæ gum, 2,960 pounds of copper, 5,583,400 pounds of logwood roots, 5,553,400 pounds being exported from Port au Prince; 9,355 pounds and sixty paquets of goat skins, nearly all shipped from Cape Haitien, 10,870 pounds of orange skins, 2,660 pounds of lignum-vitæ

wood, 210 gallons of honey, 321 gallons of rum, 1,259 pounds of wax. It is noted that coffee is the leading article of export. Basing our estimates of the crop on the exports of the first four months of the harvest period, the crop for 1896–97 is put down at 67,000,000 pounds, but as the harvest began late and appears to be very abundant, it is reckoned that it surpassed 70,000,000 pounds. The total coffee exports for some recent years were as follows:

	Pounds.
1895–96	47,643,45 51
1894–95	75,371,86 65
1893–94	58,426,10 00
1892–93	70,829,77 79
1891–92	67,831,89 93
1890–91	56,692,03 39
1889–90	78,213,44 45

MEXICO.

SUGAR-CANE CULTURE.

Mr. J. YORBA, who has made a study of the productions best adapted to Mexico, is publishing in "Modern Mexico" a series of interesting articles on this subject. The June number contains a paper devoted to the culture of the sugar cane, from which the following short extract is taken:

The plant requires irrigation in Lower California, Chihuahua, Coahuila, Sonora, Nuevo Leon, Tamaulipas, Sinaloa, parts of Puebla (as Acatlan, Atlixco, Chiautla, Matamoros, and the Tehuacan district), Morelos, portions of Guerrero (as Alarcon, Aladama, Alvarez, and the Hidalgo districts), portions of Oaxaca (as Teotitlan, Tlacolula, Silacayoapam, Yautepec, Juchitan, and Tehuantepec), Michoacan (as in Coalcoman and Ixtlahuacan districts), portions of Jalisco (as in Guadalajara, La Barca, Colotlan, Ameca and Sayula districts), Mexico, portions of Vera Cruz (as in Coatepec and Orizaba districts), and San Luis Potosi. Lands suitable for sugar cane in Hidalgo, Tabasco, Campeche, Yucatan, Chiapas, Tepic, and in the other districts of Vera Cruz, Oaxaca, Puebla, Guerrero, Michoacan, and Jalisco have sufficient moisture from rains, mist, and dew, which advantage renders the cost of cultivation nearly 30 per cent less.

Good sugar lands can be obtained in Sinaloa at prices ranging from $10 to $300 per hectare (two and one-half acres); in Nuevo Leon, Tamaulipas, and San Luis Potosi, from $50 to $100 per hectare; in Puebla Jalisco and Oaxaca, from $8 to $500 per hectare; in Vera Cruz, Chiapas, Tobasco, Campeche, and

ım $7 to $250 per hectare; in Guerrero and Hidalgo, from $5 to ctare; and in Morelos, Michoacan, and Mexico, from $10 to $750

The finest lands in the Republic adaptable for this cultivation, oregoing physical conditions and cheap transportation, are situated ills of the Isthmus of Tehuantepec, on the Gulf side, which can be om $10 to $25 per acre.

Area and population of the States and Territories.

	Area in square kilometers.	Population.	Inhabitants per square kilometer.
ict	1, 200	476, 413	397. 01
	4, 132	166, 803	48. 37
	29, 458	1, 062, 554	36. 07
	22, 957	841, 618	35. 13
	31, 616	948, 413	31. 13
	9, 215	228, 551	24. 80
	23, 101	558, 769	24. 19
	7, 184	159, 355	22. 18
	59, 261	894, 753	15. 09
es	7, 644	104, 615	13. 69
	82, 503	1, 107, 227	13. 42
	75, 651	866, 355	11. 45
	91, 664	884, 909	9. 65
	5, 887	55, 752	9. 47
osi	65, 586	568, 449	8. 67
	64, 137	452, 578	7. 06
	54, 756	417, 621	6. 44
	26, 094	134, 839	5. 17
ory)	29, 211	148, 776	5. 09
	62, 998	309, 252	4. 90
	70, 524	319, 599	4. 53
	91, 201	298, 850	3. 39
	87, 231	258, 865	2. 97
	98, 470	286, 906	2. 91
	84, 394	206, 502	2. 45
	46, 855	88. 302	1. 67
	161, 550	241, 026	1. 49
	227, 468	262, 771	1. 15
	199, 224	191, 281	0. 96
rnia (Territory)	151, 109	43, 245	0. 28
	1, 983, 282	12, 619, 949	6. 36

NICARAGUA.

LAW CONCERNING EXPLOSIVES.

lowing regulations regarding explosives in Nicaragua f interest in connection with the proposed canal con- and to persons contemplating mining ventures in that

o private individual can retain more than 2 pounds of powder, 5 ead, 500 caps, and 200 cartridges, even if he should keep these

objects in different places; but the proprietors of two or more plantations or enterprises may keep in each of them the quantities of each of the said articles fixed in this paragraph.

SEC. 6. Those who infringe upon the above paragraph and the merchants who do not comply with the orders given in section 2 of this law shall be prosecuted and punished as smugglers.

SEC. 7. Miners or others who have to retain for their work more powder than is permitted by paragraph 6 must obtain special authorization from the Ministry of Finance, and this will be given or denied according to the merits of the information upon the case.

CONTRACT WITH THE PACIFIC MAIL STEAMSHIP COMPANY.

The British Foreign Office is notified under date of March 25, by Her Majesty's Consul at Granada, that the Nicaraguan Government has renewed its contract with the Pacific Mail Steamship Company for the carriage of mails, freight, and passengers to and from the ports of Corinto and San Juan del Sur. By this arrangement, the above-named ports will have three direct connections with New York each month instead of two, as heretofore.

UNITED STATES.

TRADE WITH LATIN-AMERICA.

STATEMENT OF IMPORTS AND EXPORTS.

Following is the latest statement from figures compiled by the Bureau of Statistics, United States Treasury Department, O. P. AUSTIN, chief, showing the value of the trade between the United States and the Latin-American countries. The report is for the month of March, 1898, corrected to May 4, 1898, with a comparative statement for the corresponding period of the previous year; also for the nine months ending March 31, 1898, compared with the corresponding period of the fiscal year 1897. It should be explained that the figures from the various custom-houses showing imports and exports for any one month are not received at the Treasury Department until about the 20th of the following month, and some time is necessarily consumed in compilation and printing, so that the returns for March, for example, are not published until some time in May.

IMPORTS OF MERCHANDISE.

Articles and countries.	March—		Nine months ending March—	
	1897.	1898.	1897.	1898.
ıemicals:				
Logwood (*Palo campeche; Pdu campeche; Campêche*)—				
Mexico	$1,390	$987	$9,915	$21,117
ɔal, bituminous (*Carbon bituminoso; Carvão betuminoso; Charbon de terre*):				
Mexico	21,379	17,160	149,909	142,950
coa (*Cacao; Coco ou Cacão crû; Cacao*):				
Brazil	43,765	15,845	308,492	161,206
Other South America	114,586	168,795	720,392	883,108
ffee (*Café; Café; Café*):				
Central America	1,419,447	1,036,852	3,541,463	2,855,411
Mexico	1,106,184	634,237	2,695,535	2,586,985
Brazil	4,968,129	3,030,662	41,863,376	32,126,727
Other South America	813,673	624,430	8,642,165	6,479,243
tton, unmanufactured (*Algodón en rama; Algodão em rama; Coton, non manufacturé*):				
South America	17,275	25,431	83,933	85,010
ers:				
Sisal grass (*Henequén; Henequen; Hennequen*)—				
Mexico	241,135	559,430	2,805,161	3,219,871
uits:				
Bananas (*Plátanos; Bananas; Bananes*)—				
Central America	128,682	149,921	899,690	996,900
South America	58,368	54,174	392,583	389,072
Oranges (*Naranjas; Laranjas; Oranges*)—				
Mexico	723	116	253,005	134,489
r skins (*Pieles finas; Pelles; Fourrures*):				
South America	342	2,214	16,408	34,187
des and skins (*Cueros y pieles; Couros e pelles; Cuirs et peaux*):				
Central America	23,881	18,196	190,069	150,268
Mexico	337,350	260,616	1,329,085	1,389,595
South America	639,230	1,064,313	5,898,067	6,669,143
lia rubber, crude (*Goma elástica cruda; Borracha crúa; Caoutchouc, brut*):				
Central America	30,828	39,061	338,012	319,020
Mexico	2,216	4,414	19,661	25,090
Brazil	1,496,207	1,466,809	9,189,574	12,524,445
Other South America	27,416	52,087	367,966	479,690

IMPORTS OF MERCHANDISE.

Articles and countries.	March—		Eight months endi March—	
	1897.	1898.	1897.	189
Lead, in pigs, bars, etc. (*Plomo en galdpagos, barras, etc.; Chumbo em linguados, barras, etc.; Plombs, en saumons, en barres, etc.*):				
Mexico	$110, 428	$178, 551	$1, 036, 017	$1, 308
Sugar, not above No. 16 Dutch standard (*Azúcar, no superior al No. 16 de la escala holandesa; Assucar não superior ão No. 16 de padrão hollandez; Sucre, pas au-dessus du type hollandais No. 16*):				
Mexico	2, 572	10, 180	14, 617	19
Brazil	339, 996	288, 392	1, 861. 230	1, 368
Other South America	506, 511	538, 406	3, 920. 955	3. 375
Tobacco, leaf (*Tabaco en rama; Tabaco em folha; Tabac en feuilles*):				
Mexico	8, 072	9, 878	212, 676	202
Wood, mahogany (*Madera, caoba; Mogno; Acajou*):				
Central America	1, 043	3, 549	74, 964	108,
Mexico	12, 575	35, 334	218, 833	265,
South America	1, 106	.....	28, 086	38,
Wool (*Lana; Lã; Laine*):				
South America—				
Class 1 (clothing)	937, 028	70, 954	1, 790, 216	517,
Class 2 (combing)	123, 743	207	272, 149	9,
Class 3 (carpet)	113, 982	30, 368	465, 494	260,

EXPORTS OF DOMESTIC MERCHANDISE.

Agricultural implements (*Instrumentos de agricultura; Instrumentos de agricultura; Machines agricoles*):				
Central America	1, 100	211	24, 362	14,
Mexico	14, 574	14, 746	92, 020	88,
Santo Domingo	317	.....	952	
Argentina	43, 343	22, 641	367, 336	314,
Brazil	1, 535	5, 126	17, 020	21,
Colombia	596	459	2, 870	2,
Other South America	8, 493	15, 040	127, 833	148,
Animals:				
Cattle (*Ganado vacuno; Gado; Betail*)—				
Central America	959	.....	11, 215	7,
Mexico	.....	6, 075	22, 406	41,
South America	.....	100	2, 737	6,
Hogs (*Cerdos; Porcos; Cochons*)—				
Mexico	8, 074	1, 001	260, 778	44, 0

EXPORTS OF DOMESTIC MERCHANDISE.

Articles and countries.	March—		Nine months ending March—	
	1897.	1898.	1897.	1898.
Animals—Continued.				
Horses (*Caballos; Cavallos; Chevaux*)—				
Central America	$935	$140	$33,922	$9,580
Mexico	8,555	12,105	62,733	66,434
South America	.....	.....	10,455	4,650
Sheep (*Carneros; Carneiros; Moutons*):				
Mexico	450	10	11,037	8,288
South America	1,030	882	7,536	8,977
Books, maps, engravings, etc. (*Libros, mapas, grabados, etc.; Livros, mappas, gravuras, etc.; Livres, cartes de géographie, gravures, etc.*):				
Central America	4,292	738	53,650	31,976
Mexico	7,661	8,238	139,549	107,450
Santo Domingo	130	27	1,126	443
Argentina	1,271	1,797	16,877	23,049
Brazil	19,712	6,585	61,293	144,620
Colombia	6,740	779	71,303	16,051
Other South America	2,060	6,187	40,694	35,227
Breadstuffs:				
Corn (*Maíz; Milho; Maïs*)—				
Central America	6,740	4,609	26,918	49,490
Mexico	287,340	1,114	2,805,597	39,632
Santo Domingo	138	.....	249	166
South America	1,045	1,597	10,210	34,147
Wheat (*Trigo; Trigo; Blé*)—				
Central America	5,816	4,360	61,351	33,369
South America	195	130,696	152,899	1,450,346
Wheat flour (*Harina de trigo; Farina de trigo; Farine de blé*)—				
Central America	128,401	165,295	833,882	850,521
Mexico	9,332	6,158	69,843	50,201
Santo Domingo	13,689	21,429	110,105	123,687
Brazil	501,704	263,065	2,636,423	2,569,369
Colombia	36,198	40,644	443,589	417,973
Other South America	127,057	170,089	1,116,349	1,336,635
Carriages, cars, etc., and parts of (*Carruages, carros y sus accesorios; Carruagens, carros, e partes de carros; Voitures, wagons et leurs parties*)—				
Central America	12,504	3,931	120,711	30,457
Mexico	14,877	6,172	279,822	450,607
Santo Domingo	131	2,081	12,264	23,242
Argentina	9,480	10,963	114,931	185,811
Brazil	537	154,197	101,614	294,071
Colombia	5,827	13,458	47,839	34,638
Other South America	1,895	8,979	32,629	66,864

EXPORTS OF DOMESTIC MERCHANDISE.

Articles and countries.	March—		Nine months endi March—	
	1897.	1898.	1897.	189
Cycles and parts of (*Biciclos y sus accesorios; Bicyclos e accessorios; Bicyclettes et leurs parties*):				
Central America	$2,496	$569	$49,453	$6
Mexico	5,200	4,630	53,095	47
Santo Domingo	834	211	3,214	
Argentina	10,245	15,342	32,238	63
Brazil	1,768	9,344	17,327	70
Colombia	1,254	486	18,179	14
Other South America	5,133	4,080	55,388	39
Clocks and watches (*Relojes de pared y de bolsillo; Relogios de paredede de bolso; Pendules et montres*):				
Central America	1,439	907	9,968	5
Mexico	2,100	2,349	19,823	15
Argentina	5,193	1,636	31,066	23
Brazil	2,593	2,219	52,292	29
Other South America	10,104	6,011	75,509	70
Coal (*Carbón; Carvão; Charbon*):				
Central America	1,846	1,150	22,285	18
Mexico	76,535	82,926	446,998	653
Santo Domingo	4,763	1,051	22,269	8
Brazil	.....	.....	60,573	46
Colombia	.....	5,579	12,750	32
Other South America	10,173	5,712	22,948	17
Copper (*Cobre; Cobre; Cuivre*):				
Mexico	482	1,484	8,768	11
Cotton, unmanufactured (*Algodón no manufacturado; Algodão não manufacturado; Coton non manufacturé*):				
Mexico	51,408	99,100	1,176,019	1,204
Cotton cloths (*Tejidos de algodón; Fazendas de algodão; Coton, manufacturé*):				
Central America	55,669	37,239	453,908	283
Mexico	24,012	50,170	253,991	303
Santo Domingo	7,291	5,459	76,713	68
Argentina	7,571	11,760	247,380	138
Brazil	59,393	50,630	453,515	397
Colombia	26,434	20,508	273,755	215
Other South America	112,290	124,088	1,075,361	822
Wearing apparel (cotton) (*Ropa de algodón; Roupa de algodão; Vêtements en coton*):				
Central America	22,064	26,210	182,475	151
Mexico	32,318	31,260	265,292	235
Santo Domingo	2,795	4,018	23,833	15
Argentina	5,874	2,278	52,252	25
Brazil	8,561	2,581	55,948	39
Colombia	3,441	3,141	38,840	30
Other South America	3,814	2,910	42,244	37

EXPORTS OF DOMESTIC MERCHANDISE.

icles and countries.	March—		Nine Months ending March—	
	1897.	1898.	1897.	1898.
nuts (*Frutas y nueces; nozes; Fruits et noisettes*):				
merica	$4,702	$3,417	$44,478	$30,307
	4,377	4,246	59,516	44,082
mingo	125	28	2,262	1,339
	620	.....	4,379	7,095
	774	506	10,278	10,234
	802	494	7,578	8,096
ith America	2,269	2,094	30,271	20,688
skins (*Cueros y pieles; pelles; Cuirs et peaux*):				
merica	543	.....	1,411	.....
	647	342	26,681	1,784
los; Lupulos; Houblon):				
merica	792	306	2,402	2,641
	506	5,179	40,561	31,439
mingo	.....	12	287	19
erica	146	84	1,021	1,037
:				
and scientific apparatus *ratos eléctricos y científicos; relhos electricos e scientifi- Appareils électriques et sci- ques*)—				
America	31,734	5,620	82,106	46,533
	16,782	24,043	195,063	206,127
na	32,524	.....	102,199	52,442
	4,780	2,755	67,469	79,693
outh America	12,746	9,755	178,965	99,341
eel, Manufactures of:				
hardware, and saws and (*Materiales de metal para ucción, sierras y herra- as; Ferragens, serras e mentas; Matériaux de uction en fer et acier, scies ils*)—				
America	$12,343	$6,945	$108,982	$64,365
	44,901	34,145	479,183	324,976
Domingo	882	877	7,405	10,379
na	22,291	8,632	174,315	107,437
	20,802	9,924	188,668	119,401
ia	9,277	7,699	92,307	69,156
outh America	23,275	18,826	198,586	164,995
achines and parts of (*Md- s de coser y accesorios; inas de coser e accessorios; ines à coudre et leurs par-*				
America	12,593	1,401	70,824	24,785
	26,747	24,749	149,584	161,240
Domingo	24	315	866	1,208
na	16,856	6,226	80,981	68,630
	7,567	9,708	94,726	69,080
ia	8,972	5,981	86,453	58,981
outh America	8,007	8,468	95,694	81,587

EXPORTS OF DOMESTIC MERCHANDISE.

Articles and countries.	March—		Nine months ending March—	
	1897.	1898.	1897.	1898.
Cycles and parts of (*Biciclos y sus accesorios; Bicyclos e accessorios; Bicyclettes et leurs parties*):				
Central America	$2,496	$569	$49,453	$6,503
Mexico	5,200	4,630	53,095	47,741
Santo Domingo	834	211	3,214	935
Argentina	10,245	15,342	32,238	63,694
Brazil	1,768	9,344	17,327	70,886
Colombia	1,254	486	18,179	14,251
Other South America	5,133	4,080	55,388	39,249
Clocks and watches (*Relojes de pared y de bolsillo; Relogios de paredede de bolso; Pendules et montres*):				
Central America	1,439	907	9,968	5,381
Mexico	2,100	2,349	19,823	15,566
Argentina	5,193	1,636	31,066	23,804
Brazil	2,593	2,219	52,292	29,717
Other South America	10,104	6,011	75,509	70,323
Coal (*Carbón; Carvão; Charbon*):				
Central America	1,846	1,150	22,285	18,052
Mexico	76,535	82,926	446,998	653,065
Santo Domingo	4,763	1,051	22,269	8,851
Brazil	.....	.....	60,573	46,062
Colombia	.....	5,579	12,750	32,434
Other South America	10,173	5,712	22,948	17,595
Copper (*Cobre; Cobre; Cuivre*):				
Mexico	482	1,484	8,768	11,066
Cotton, unmanufactured (*Algodón no manufacturado; Algodão não manufacturado; Coton non manufacturé*):				
Mexico	51,408	99,100	1,176,019	1,204,396
Cotton cloths (*Tejidos de algodón; Fazendas de algodão; Coton, manufacturé*):				
Central America	55,669	37,239	453,908	283,276
Mexico	24,012	50,170	253,991	303,747
Santo Domingo	7,291	5,459	76,713	68,793
Argentina	7,571	11,760	247,380	138,376
Brazil	59,393	50,630	453,515	397,407
Colombia	26,434	20,508	273,755	215,832
Other South America	112,290	124,088	1,075,361	822,248
Wearing apparel (cotton) (*Ropa de algodón; Roupa de algodão; Vêtements en coton*):				
Central America	22,064	26,210	182,475	151,147
Mexico	32,318	31,260	265,292	235,522
Santo Domingo	2,795	4,018	23,833	15,820
Argentina	5,874	2,278	52,252	25,031
Brazil	8,561	2,581	55,948	39,483
Colombia	3,441	3,141	38,840	30,904
Other South America	3,814	2,910	42,244	37,311

EXPORTS OF DOMESTIC MERCHANDISE.

ıles and countries.	March.		Nine months ending March—	
	1897.	1898.	1897.	1898.
ıl, refined or manufac- *ceites minerales, refinados ıcturados; Oleos mineraes, ó manufacturados; minérales, raffinées ou turées*):				
nerica	$10, 851	$10, 773	$110, 269	$80, 380
	15, 893	17, 434	124, 990	139, 751
ıingo	3, 900	21, 655	26, 546	48, 855
	104, 523	86, 311	909, 045	700, 177
	190, 670	115, 721	1, 124, 433	1, 125, 791
	10, 384	8, 651	91, 431	69, 807
th America	69, 335	134, 264	784, 418	644, 036
ıle (*Aceites vegetales; Oleos Huiles végétales*):				
nerica	183	563	4, 009	2, 200
	22, 005	15, 661	246, 104	277, 825
ıingo	1, 145	2, 839	8, 906	16, 158
	157	766	10, 971	3, 835
	23, 139	24, 652	107, 830	182, 878
ıh America	6, 834	10, 656	56, 926	69, 471
paraffin wax (*Parafina parafina; Paraffina e cera ina; Paraffine et cire faite ubstance*):				
nerica	4, 325	.....	23, 737	13, 959
	12, 477	9, 936	123, 636	120, 472
	1, 014	630	11, 470	8, 389
ıh America	295	1, 025	3, 197	5, 128
ımprising meat and dairy :				
ıed (*Carne de vaca en Carne de vacca em latas; conservé*)—				
America	3, 183	3, 383	25, 151	23, 163
	1, 254	1, 311	11, 859	11, 553
omingo	.....	.....	51	29
ıa	.....	.....	30	357
	1, 023	5, 584	15, 529	13, 580
ia	764	372	5, 160	4, 879
ıuth America	1, 382	1, 100	9, 372	9, 878
ed or pickled (*Carne a, salada ó en salmuera; de vacca, salgada ou moura; Bœuf, salé ou en re*)—				
America	4, 267	4, 925	22, 263	28, 338
	5	67	89	415
omingo	97	165	2, 067	1, 385
	261	59	3, 101	838
ia	1, 367	1, 387	8, 247	8, 883
ıuth America	5, 293	13, 375	130, 932	121, 010

EXPORTS OF DOMESTIC MERCHANDISE.

Articles and countries.	March—		Nine months ending March—	
	1897.	1898.	1897.	1898.
Provisions, comprising meat and dairy products—Continued.				
Tallow (*Sebo; Sebo; Suif*)—				
Central America	$6,601	$6,831	$93,026	$68,9
Mexico	832	2,278	30,937	19,6
Santo Domingo	1,815	.....	15,604	18,
Brazil	140	.....	4,317	24,
Colombia	894	2,213	6,384	15,
Other South America	500	2,940	10,682	9,
Bacon (*Tocino; Toucinho; Lard fumé*)—				
Central America	1,412	1,080	13,052	12,
Mexico	780	973	7,308	7,
Santo Domingo	190	194	1,827	1,
Brazil	170,714	19,327	728,744	450,
Colombia	42	28	1,095	1,
Other South America	2,022	1,556	14,460	23,
Hams (*Jamones; Presunto; Jambons*)—				
Central America	2,550	2,633	23,673	22,
Mexico	1,888	2,051	22,773	17,
Santo Domingo	781	866	5,676	4,
Brazil	300	224	843	2,
Colombia	1,513	1,066	10,868	10,
Other South America	7,393	5,921	74,009	69,
Pork (*Carne de puerco; Carne de porco; Porc*)—				
Central America	5,243	7,173	40,582	50,
Santo Domingo	379	827	3,175	2,
Brazil	.....	48	5,677	
Colombia	562	910	4,925	5,
Other South America	9,165	14,393	142,060	158,
Lard (*Manteca; Banha; Saindoux*)—				
Central America	7,714	17,976	73,609	100,
Mexico	31,222	10,788	252,239	146,
Santo Domingo	2,488	2,194	15,495	15,
Argentina	660	255	3,783	1,
Brazil	144,792	53,677	466,500	739,
Colombia	9,499	7,665	109,923	84,
Other South America	47,410	53,048	480,727	457,
Oleo and oleomargarine (*Grasa y oleomargarina; Oleo e oleomargarina; Oléo et oléomargarine*)—				
Central America	22	4,500	32	43,
Mexico	16	281	626	
Colombia	506	734	5,550	5,
Other South America	3,765	830	26,523	12,
Butter (*Mantequilla; Manteiga; Beurre*)—				
Central America	4,442	5,012	33,851	37,
Mexico	4,517	4,583	28,671	31,
Santo Domingo	808	812	5,084	4,
Brazil	3,901	9,454	29,160	67,
Colombia	2,156	2,160	12,305	15,
Other South America	8,467	8,778	65,098	62,

EXPORTS OF DOMESTIC MERCHANDISE.

Articles and countries.	March—		Nine months ending March—	
	1897.	1898.	1897.	1898.
ovisions, comprising meat and dairy products—Continued.				
Cheese (*Queso; Queijo; Fromage*)—				
Central America	$2,247	$1,985	$14,207	$13,726
Mexico	1,206	1,595	11,936	11,242
Santo Domingo	625	652	3,270	2,776
Brazil	.....	.....	80	182
Colombia	963	914	7,909	8,655
Other South America	1,508	1,683	11,637	13,291
Seeds (*Semillas; Sementes; Semence*)—				
Central America	876	2,075	8,055	4,260
Mexico	1,794	6,253	16.309	28,143
Santo Domingo	47	45	330	587
Argentina	341	216	742	348
Brazil	240	20	855	858
Colombia	341	162	2,049	1,409
Other South America	108	188	4,310	1,694
Sugar, refined (*Azúcar refinado; Assucar refinado; Sucre raffiné*):				
Central America	7,006	4,699	47,329	40,672
Mexico	479	1,226	19,153	11,351
Santo Domingo	420	40	1,752	1,406
Colombia	3,605	1,803	36,475	21,590
Other South America	16	.....	1,135	5,018
Tobacco, unmanufactured (*Tabaco no manufacturado; Tabaco não manufacturado; Tabac non manufacturé*):				
Central America	251	3,928	13,890	25,501
Mexico	22,888	5,027	90,278	108,534
Argentina	.....	2,810	4,055	3,375
Colombia	.....	713	2,125	5,645
Other South America	7,187	8,117	74,966	70,974
Tobacco, manufactures of (*Manufacturas de tabaco; Manufacturas de tabaco; Tabac fabriqué*):				
Central America	5,874	5,744	46,762	32,323
Mexico	417	10,231	11,610	16,910
Argentina	706	.....	47,853	1,807
Brazil	.....	.....	1,355	560
Colombia	4	642	1,070	2,544
Other South America	3,687	4,668	45,078	56,938
Wood, unmanufactured (*Madera no manufacturada; Madeira não manufacturada; Bois brut*):				
Central America	.....	911	125,033	45,557
Mexico	12,296	26,489	209,980	166,030
Argentina	4,580	.....	33,516	6,490
Brazil	.....	.....	9,694	7,278
Colombia	1,141	9,600	8,535	22,107
Other South America	4,539	270	14,622	31,140

EXPORTS OF DOMESTIC MERCHANDISE.

Articles and countries.	March —		Nine months ending March—	
	1897.	1898.	1897.	1898.
Lumber (*Maderas; Madeiras; Bois de construction*):				
Central America	$20,318	$4,645	$103,152	$31,559
Mexico	111,783	77,413	659,000	621,364
Santo Domingo	9,795	3,096	41,445	31,317
Argentina	81,016	86,462	875,443	664,045
Brazil	66,031	60,383	533,065	531,337
Colombia	2,061	4,561	36,438	47,545
Other South America	45,142	37,971	556,651	361,078
Furniture (*Muebles; Mobilia; Meubles*):				
Central America	11,533	3,720	118,885	66,628
Mexico	14,429	13,234	135,304	117,948
Santo Domingo	1,189	628	9,602	9,075
Argentina	18,600	1,643	75,576	56,553
Brazil	5,487	2,382	38,541	30,073
Colombia	3,635	2,474	30,661	26,970
Other South America	5,704	5,768	86,701	59,197
Wool, raw (*Lana cruda; Lã crúa; Laines brutes*):				
Mexico	8,745	.....	140,083	110

URUGUAY.

AGRICULTURAL EXPORTS.

United States Consul SWALM reports to the Department of State that the exports of wheat, flour, and corn from Uruguay for a series of years were as below:

Year.	Wheat.	Flour.	Corn.
1893	$169,377	$433,027	$23,277
1894	1,382,808	964,372	882,308
1895	2,079,761	681,744	797,761
1896	161,112	733,282	866,369
1897	392,637	612,356	34,565

In addition to the figures given in the above table, there were exported during the same years by-products of wheat to the value of $300,000. Consul SWALM states that, under normal conditions, Uruguay can be counted on as a competitor of the United States

in the above-named staples in the markets of Brazil, and even in Europe. Each year sees an increased acreage of these products brought under cultivation. The total exports of agricultural products during the four years commencing 1894 amounted in value to $10,902,823, while for the preceding four years, they were $2,246,855, showing a gain for the first-named period of $8,655,968.

DEMAND FOR ROOFING SLATES.

Consul SWALM makes the following report in regard to the increasing demand for roofing slates in Uruguay, the modern architect having found that he can build cheaper and better roofs with them. The slates used are the smaller size, 9 by 13 inches. They cost $20 per thousand, but to that must be added the duty of $11.55 per thousand. The round slates are valued at $21.80 per housand, but the duty is the same. The retail price, as used in carpenters' estimates, is from $34 to $36 per thousand, with extra charge for putting them on. None of the 10 by 20 or 12 by 12 sizes are used, the smaller ones having been found satisfactory. The monetary values here stated are in Uruguayan pesos, (1 peso is equal to $1.0352 in United States currency).

The slates come in weight freight from England at an average of 15s. ($3.50) per ton on board of lighter, ordinary breakage at owner's risk. The demand for slates will increase; but should an American firm consider it advisable to enter the market, it should do so by establishing a depot and keeping it well supplied with the article, including the hardware necessary. The best American slate can find a market here—small at first, it is true—but as slate is the coming roofing material, the future may be relied upon. But it must be borne in mind that stocks must be maintained here, so that orders may be filled at all times. Failure in this direction has been ruinous in many other lines, not only to American interests, but also to those of the English, who persisted in knowing more about business methods of the country than residents here, and preferred to have only samples on exhibition. These samples are yet to be seen, and that is all. The Italians and Germans have profited by the advice given them in the Consular Reports and are doing a good business.

COTTON GROWING IN SOUTH AMERICA.

A representative of the well-known firm of GRACE & Co., in New York, which has large and growing interests on the west coast of South America, has recently returned to the United States, and reports that agriculturists in Chile and Peru are of late paying special attention to the growing of cotton. In connection with the agricultural feature, there is an evident purpose to build up important manufacturing interests. In Chile, the first step in that direction has already been taken by the Government in abolishing until the year 1902 the duty on all textile machinery, as mentioned in a previous number of the MONTHLY BULLETIN. In consequence of this exemption from duty, large quantities of American machinery adapted to that work have been shipped to Chile. To encourage the development of cotton growing and manufacturing and other industries, a permanent exposition for the display of all kinds of machinery has recently been opened in Lima, and advices received indicate that manufacturers in the United States, Great Britain, and the European Continent are availing themselves of this opportunity for introducing their machinery.

The near completion of the Trans-Siberian Railroad and the development of the slumbering opportunities in the far Eastern countries will speedily inaugurate a new era of commerce and industry in that part of the world, and it is not improbable that the impetus given to cotton growing and manufacturing in the countries named above has an eye to the opportunities which this Oriental trade will afford.

FLOUR TRADE WITH SOUTH AMERICA.

At the regular annual meeting of the "Millers' League," held recently in Indianapolis, the question of maintaining and expanding the flour trade of the United States with Mexico, Central and South America was discussed at length.

The general tenor of the remarks was to the effect that the manufacturers of flour, like other manufacturers of the United States, must extend their efforts to finding new markets. Many of the large millers have already established trade with the Latin-

ıerican countries, which in the main has proven very satisfac-
r; payments, while slow, have been reliable. The great
:acle to the further development of this field lies in the lack
American banking facilities in those countries. It was stated
: a St. Louis miller has developed a very large trade in Cen-
and South America, and it was suggested that it would be
fitable if a combination of millers should operate jointly, as a
ıbination could secure banking arrangements which one man
ld not.

)ne of the speakers is quoted as follows: "My firm has done
ıe business in Costa Rica and Yucatan direct. The great
nbling-block in this business is the difficulty in making collec-
s, owing to the want of suitable banking facilities. The mer-
ıts are honest, but they pay their bills very slowly, and when
r take a very long time, they will probably send you a sixty
s' bill on some house in New York."

`his report expresses the sentiment of most business men in
United States who have endeavored to establish reliable and
le commercial relations with the countries south of the United
:es. The difficulty in the way of appropriate banking condi-
s is the chief obstacle with which merchants and manufac-
:rs are at once confronted. In addition to this, the limited
›ortunities for steamship communication are apparent.

RAMIE FIBER.

EXPERIMENTS MADE AT LIMOGES, FRANCE.

Mr. THOMAS BARRACLOUGH, of London, recently read a paper
ore the Imperial Institute on the cultivation and manufacture
ramie fiber. The paper was prepared and read under the aus-
es of the Society of Arts, and is printed in full in the journal of
society.

:t appears that, upon the invitation of Mr. BARRACLOUGH, a
nber of gentlemen interested in the cultivation, preparation,
l manufacture of ramie met at Limoges, France, July 27, 1897,
the purpose of inspecting the practical working of the Faure
orticating machine. The ramie stems used in the experiment
'e cut from the crop grown upon the estate of Mr. FAURE, in
vicinity of Limoges, and the test had for its main purpose to

determine the question whether the work of decortication could be as effectively and satisfactorily done by the machine as by hand in China.

After a full discussion of the various points, the following resolution was unanimously adopted and signed by all present:

LIMOGES, *July 27, 1897.*

The undersigned, present at the experiments made by Mr. FAURE, with his new machine for decorticating ramie, are pleased to declare that the results obtained have completely satisfied them. Their opinion is, that decortication of ramie by the Faure machine is quite equal to that done by hand. They express their opinion that the problem of mechanical decortication of ramie is now solved under conditions absolutely satisfactory.

One of the gentlemen present, Mr. BLUNTSCHLI, managing director of a syndicate which owns large ramie plantations in Sumatra, stated that he had used the Faure decorticating machine with entire success and satisfaction, and was convinced that the fiber turned out was equal to that produced by hand labor in Oriental countries.

The MONTHLY BULLETIN has, from time to time, called attention not only to the varied uses to which this valuable fiber may be applied, but also to the adaptability of the countries of South and Central America, and Mexico, as well as to certain portions of the United States, for its growth. Reference has also been made to the efforts to overcome great difficulty of decorticating and degumming the fiber by means of various mechanical devices. It would seem that the only obstacle now existing to the development of this important industry is to associate producer and manufacturer on this continent into greater cooperation.

TRADE MISCELLANY.

ARGENTINE REPUBLIC.

Proposed Underground Electric Railway in Buenos Ayres.

Mr. JAMES G. KELLY has applied to the municipality of Buenos Ayres for a concession to construct two underground electric railways in that city. The tunnels are to be lined with concrete of sufficient thickness to resist the pressure of the earth and to secure impermeability. The work shall begin nine months after the approval of the plans, and the road be ready for public service within three years thereafter. The maximum fare to be charged shall not exceed fifteen centavos, and [illegible] centavos for the carriage of parcels. Six per cent of the total receipts s[illegible]

rue to the municipality. Both lines, with the entire plant and rolling stock, ll become the absolute property of the municipality, free of any claim or ıpensation, at the expiration of ninety-nine years.

ortation of Agricultural Implements. The British Vice-Consul at Rosario, reports that during the period of good harvests, from 1889 to 1894, ,000 tons of fencing wire, 100,000 plows, 680,000 plowshares, 2,262 seed ·ers, 27,680 reapers (including headers and binders), 2,600 threshers, and oo winnowing machines, also many tons of minor implements found a ready ·ket in Argentina. Since the crisis and the crop failures, the demand has :n off materially. The Vice-Consul says that Great Britain ranks first and United States second in supplying this machinery.

ı growing in Tucuman. In Tucuman, the sugar-raising province of Argentina, many agriculturists have lately turned their attention to growing, for which the climate and soil are favorable. From 1895 to 1896, land planted in this crop increased from 100 hectares to 264. This is a small area, but the gain is significant. In irrigated lands, the yield is 2,500 per hectare, and in dry ground 1,500 kilos. The sowing of this crop has encouraged by the crisis in the sugar industry.

BRAZIL.

ıg of State Railways. The British foreign office has received official information to the effect that the Central Railway of Pernam- has been leased for a term of years to a syndicate represented by Senhor ɔnio Ferreira. With the conclusion of this contract, all of the State rail- of Brazil, with the exception of the Central, the Bahia, the Southern Per- ɔuco, and the Paulo Affonso, will have passed out of the actual control of Government. Of the lines enumerated above, several have hitherto been ated at a handsome profit to the State.

ıts of Manganese Ore. The manganese ores of Brazil have formed an article of export from that country for the last four years. This ral is brought from the district of Miguel Burnier, in the State of Minas ıes, distant about 310 miles from Rio. Transport occupies from eight to lays. The mines are situated at an altitude of 4,000 feet in a pleasant and :hy climate, and the labor employed is chiefly Italian and native, with some ısh and Portuguese. In 1897, the entire output of the ore, 8,800 tons, : to Philadelphia, but in previous years it was shipped to England. An ysis of the ore shows that it contains 54.7 per cent of metallic manganese, 1 per cent of sulphurous acid, and 0.077 per cent of phosphoric acid.

gation of the Tributaries of the Amazon. As indicating the rapid development in the trade and navigation of the affluents of the Amazon, it may be :d that a steamer navigating the Purus, one of the principal tributaries, ntly met no fewer than seventeen steamers on her return voyage to the ızon.

CHILE.

nmercial Treaty with Germany. A treaty of commerce is now being negotiated between Chile and Germany. Prior to 1895, there existed such :aty, made in 1862, but which went out of existence at the former date.

The rapidly increasing trade between the two countries has necessitated its renewal with broader conditions. German imports from Chile in 1880 amounted to $607,500; in 1896 they had increased to $8,655,750. Of these imports, nearly one-half were nitrates, sole leather coming next, then rawhides, gold and copper. The German exports to the country consist mainly of textiles and iron articles. For the years 1894 and 1896, the exports were woolen goods, valued at $985,500; cotton goods, $1,556,500; coarse iron articles, $475,220; fine iron, $840,000; sugar, $413,000.

HAITI.

Rights of Citizens of the United States.

It is learned that the Haitian Government has recently, by Executive decree, extended to the citizens of the United States, residing in Haiti, the same privileges and rights in matters affecting trade and labor as are enjoyed by the natives. The decree has special bearing upon licenses and retail trade.

HONDURAS.

Trade Conditions.

In the report of Consul JOHNSTON from Utilla on April 30, 1898, to the Department of State, and published in the Advance Sheets of the Consular Reports for May 21, the following statement is made: "The first part of the month, the exports of bananas, plantains, and cocoanuts were up to the average, but during the last ten days the trade has been cut short on account of the war with Spain. The vessels flying the United States flag have been laid up in New Orleans, and the only ones in the trade are those flying the Norwegian flag. The effect has been to lower the prices, and, unless more vessels are employed, much of the fruit will rot on the trees and be a great loss to the producers. This will naturally affect the imports, nearly all of which come from the United States. If there could be a regular mail line between New Orleans and Utilla and Cuba it would be of great benefit to the trade at those points."

GUATEMALA.

Reduction of Export Duty on Coffee.

Information of an official character has been received that an Executive decree has been promulgated reducing the export duty on coffee to $1 currency, i. e., about 36 cents, gold, per hundredweight. This reduction will go into effect on July 1, current year. It is stated that the same decree provides that the exportation of all natural or manufactured products of Guatemala, with the exception of coffee, shall, from the above date, be free of duty; and, furthermore, that should the depression in the value of coffee continue, or increase in foreign markets, the Executive may at any time remove that duty also.

PARAGUAY.

Introduction of American Windmills.

Cattle raising is the principal and most remunera[illegible] occupation of the people of Paraguay, but owing t[illegible] lack of water on the ranches, the herds are driven many miles to water,

ly handicaps the industry. United States Consul RUFFIN, at Asunción, sug- :s the need of good American-made windmills, which could be erected by ranchmen for pumping purposes and overcome this great disadvantage to the ustry.

PERU.

ction of Match Factory ınd Smelter in Callao.

A company, with a capital of $40,000, has been estab- lished in Callao, to manufacture safety and wax matches.)eing an infant industry, the product is as yet inferior to the imported article. mission has been obtained for the erection of smelting works on the outskirts the city, and drainage and waterworks are being constructed at a cost of 0,000. During 1897, the customs receipts amounted to $2,100,000.

UNITED STATES.

ortation of Sugar Ma- chinery.

The exports of sugar machinery from the United States to South America for April was the largest recorded for =time past. The "American Exporter" makes the statement that Argen- , Colombia, and Salvador have been the principal markets to which ship- ts have been made, to the value of about $50,000. Argentina received t two-thirds of this amount and the balance was taken at Honda, Colom- and at Acajutla, Salvador. They are said to be exclusively for large steam r plantations, no small cane mills for horse or ox power being included in t ransaction.

msumption of Coffee.

According to the "Mexican Financier," Mexico finds, and must continue to find, her largest customer for coffee :he United States. The Americans are the greatest buyers of coffee in world (not a pound of which can be grown within their present borders). : volume of commercial statistics for the fiscal year ended June 30, gives coffee imports in detail. The total importation of coffee into the United :es for the twelve months ended June 30, 1897, was 737,645,670 pounds, or ut ten pounds per capita, according to estimates of present population. e American purchase of coffee in the fiscal year mentioned came from many ntries, the whole coffee-growing world being laid under contribution, and ee continents contributing—America, Africa, and Asia, besides Australasia. their order, the chief suppliers of coffee to the United States were:

	Pounds.	Gold value.
zil	542, 857, 265	$52, 792, 937
ıezuela	58, 913, 154	8, 300, 672
‹ico	28, 833, 870	4, 591, 909
ombia	20, 939, 528	2, 834, 631
ita Rica	19, 300, 381	2, 800, 652
ıtemala	11, 569, 772	1, 744, 411
ich East Indies	11, 001, 036	2, 075, 157
ti	7, 299, 778	946, 700
‹ador	7, 147, 369	1, 072, 480
:n	5, 118, 386	859, 602

Total value, $81,544,000.

VENEZUELA.

Proposed Steamship Line. A representative of a United States syndicate is at present in Venezuela investigating the advisability of establishing a new line of steamers to ply between the city of New York and the ports of Venezuela, touching at some of the West Indies. He has already contracted for, and has been guaranteed, according to a recent report, 2,000 tons of freight per month. The proposed route will take in the islands of St. Thomas, St. Kitts, Guadeloupe, Martinique, the Barbados, and Trinidad. The proposed enterprise also contemplates steam communication on the Orinoco River. United States' business interests in the Republic of Venezuela are développing in divers directions at the present time. A building and loan company has been established in Caracas, the principal capital for which will come from the northern Republic.

Concession to an English Syndicate. The Venezuelan Government has granted a concession which embraces a vast tract of land known as the Venezuelan Amazon Territory, to a powerful English syndicate. The concession includes almost a monoply of the navigation of the Orinoco River, the exploitation of rubber, and also a vast emigration scheme. It is stated upon good authority that this company is trying to obtain from the Colombian and Brazilian Governments a similar concession for the Amazon territory belonging to each of these nations and touching the Venezuelan boundary. The country is very rich, and communication between the Orinoco and Amazon rivers is effected by canals or rivers. Two commissions have visited the country for this syndicate, one under Professor BOROLIUS of the University of Upsala, and the other under Maj. S. PATERSON of the Argyll and Sutherland Highlanders.

Tax on Salt. The Venezuelan Government, which holds the monopoly of salt, has lately increased the tax on that commodity by 14 centimos (about 3 cents) per kilo. This, presumably, will give an increase of revenue of $400,000, as the consumption averages 12,600,000 kilos per year.

Business Opportunities. The "Venezuelan Herald," of recent date, reports that there are good opportunities in Caracas for Americans having a small capital and much energy, in the following trades: Butcher, pastry cook, cheese and butter maker, poultry breeder, painter, and paper hanger.

BOLETÍN MENSUAL

DE LA

CINA DE LAS REPÚBLICAS AMERICANAS,

UNIÓN INTERNACIONAL DE REPÚBLICAS AMERICANAS.

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OFICINA DE LAS REPÚBLICAS AMERICANAS.

E RESEÑA ACERCA DE SU ORÍGEN, SU ÍNDOLE Y SUS FINES.*

idéa de la formación de una oficina ó agencia internacional cual estuviesen representadas las repúblicas del continente ental, la sugirió á los delegados acreditados á la Conferencia nacional Americana, que se reunió en Washington en 1890–91, nferencia que tuvo lugar en Bruselas en mayo de 1888, que ó el plan de una unión internacional para la publicación de s de aduana, etc. La oficina de la Unión Postal Universal, a dirección del Gobierno de Suiza, fué citada como un ejemplo economía y practicabilidad de semejante empresa, por la ión de la Conferencia Internacional Americana que sometió yecto original para la Oficina de que se trata.

29 de marzo de 1890, la Conferencia Internacional Americon el voto unánime de los delegados de los diez y ocho representados en ella, á saber: Haití, Nicaragua, Perú, emala, Uruguay, Colombia, Argentina, Costa Rica, Paraguay, , Honduras, México, Bolivia, Estados Unidos, Venezuela,

so también en forma de folleto para ser distribuido en la Exposición Transmisisipiana de Omaha.

Chile, Salvador, y Ecuador, dispuso que se estableciera una asociación que se conocería con el nombre de "La Unión Internacional de las Repúblicas Americanas, para la pronta compilación y distribución de datos sobre el comercio," la cual estaría representada en la capital de los Estados Unidos por una oficina con el título de "La Oficina de las Repúblicas Americanas." Esta oficina, que podemos llamar órgano de los gobiernos independientes del Nuevo Mundo, quedó sometida á la vigilancia del Secretario de Estado de los Estados Unidos, determinándose en diez años el período de su duración, prorrogables indefinidamente por períodos de diez años, caso de que las naciones que en ella forman parte lo considerasen ventajoso.

En la primera sesión del Congreso 51° de los Estados Unidos, dicho cuerpo, por un decreto bajo el título de "Acto por el cual se destinan fondos para el mantenimiento del servicio diplomático y consular, etc.," aprobado el 14 de julio de 1890, autorizó al Presidente para poner en práctica las recomendaciones de la Conferencia, en cuanto lo juzgase conveniente, y votó la cantidad de $36,000 para la organización y el establecimiento de la Oficina, suma que los delegados reunidos en la Conferencia habían dispuesto no se debía exceder, y que había de ser adelantada anualmente por los Estados Unidos, repartiéndose entre las demás repúblicas en cuotas proporcionadas á su población.

El 26 de agosto de 1890, Mr. WILLIAM E. CURTIS fué nombrado Director y encargado de organizar la Oficina. Poco tiempo fué necesario para que se demostrase cuán sabio había sido el proceder de la Conferencia por cuyas recomendaciones se había creado dicha Oficina, que inmediatamente se hizo acreedora á la estimación del público, á causa del cuidado y la habilidad desplegados en el desempeño de sus importantes funciones de compilar, reunir y diseminar informes relativos á las fuentes de riqueza, al desarrollo y á las oportunidades comerciales que ofrecían las repúblicas hispano-americanas, al propio tiempo que les presentaba á ellas las múltiples ventajas que ofrecen los mercados de los Estados Unidos.

La Conferencia había definido los propósitos de la Oficina, que eran preparar y publicar boletines acerca del comercio y las fuentes de riqueza de las repúblicas americanas y suministrar informes de interés para los fabricantes, comerciantes y embarca-

dores, datos que debían estar siempre á la disposición de aquellos que desearen noticias acerca de los reglamentos y de las tarifas de aduana, del comercio y de la navegación de dichos países.

El personal de empleados escojido por Mr. CURTIS fué compuesto de traductores competentes en las lenguas española y portuguesa, escribientes, taquígrafos, etc., á cuyo cargo estaba una obra, por cierto nada facil. Al mismo comenzar los trabajos se hizo necesario formar, al rededor de un debil núcleo, una biblioteca de publicaciones estadísticas y oficiales de los gobiernos que contribuían á un fin común, biblioteca que es hoy única en su especie por muchos respectos, y está formada de obras oficiales y de carácter general referentes á las repúblicas americanas, muchas de cuyas obras han sido donación de dichos gobiernos. En ella se reciben las principales publicaciones diarias y periódicas que ven la luz en Hispano-América, las cuales se conservan en colecciones, que han sido de utilidad para el Cuerpo Diplomático y para otros que han solicitado informes acerca de los países del sur. No hay otro lugar en donde se puedan conseguir en forma tan concreta, idénticas informaciones, ni hay tampoco otra colección que ofrezca las mismas facilidades para el estudio de las diversas costumbres hispano-americanas, su sociedad, su historia y su comercio. El número de publicaciones existente en la biblioteca de la Oficina es como sigue: obras empastadas en tela, 1,542; en papel ó folletos, 2,318; publicaciones periódicas, 140; diarias, 65; lo que arroja un total de 4,065 publicaciones, cuyo número se aumenta constantemente, ya sea por la compra de obras, ya sea por donación que de ellas hagan.

El principal trabajo de la Oficina, durante los ochos años que lleva de existencia, ha sido la compilación de Manuales y Directorios Comerciales que se han publicado y continúan publicándose periódicamente, en los cuales están representados todos los países que contribuyen á su sostenimiento y las distintas colonias del viejo mundo en el hemisferio occidental. Estas obras contienen informes generales, especiales, de la índole de los que solicitan los comerciantes, los fabricantes y los embarcadores de los continentes americanos. Dichas publicaciones han sido preparadas con los informes que se han recibido de fuentes oficiales y auténticas, sin ocuparse de las de igual naturaleza que ya se hayan hecho, y su preparación ha costado mucho trabajo, estudio, correspondencia y

gastos. Esto último ha sido siempre un serio inconveniente contra el cual han tenido que luchar los directores de la Oficina. Todos han comprendido la magnitud del campo que se le abría á la Oficina desde su creación, y dicho sea en honor de ellos, con los escasos recursos á su alcance han hecho muchísimo para enseñar á los pueblos de los países que forman la Unión Internacional, cuáles son sus riquezas y su capacidad comercial, cómo se ensancha el comercio y cómo se hacen más abiertas las relaciones fraternales que existen entre ellos.

Cuando la Oficina comenzó tan halagadora labor, era general la ignorancia que existía respecto de las condiciones políticas, comerciales y sociales de todas las naciones que hoy se han unido para su bienestar común, mientras que publicaciones en inglés, consideradas como fidedignas, en un gran número de casos resultaban estar completamente erradas en sus apreciaciones acerca de los países de Centro y Sud América. El esmero con que se preparan los boletines de la Oficina, que son sometidos antes de publicarlos al examen y corrección de los agentes diplomáticos ó empleados de los gobiernos de los países sobre los cuales versan, les imprime el carácter de fidedignos, verdaderos y auténticos. Prueba abundante de que se les reconoce como tales es el hecho de que, tanto los boletines como las otras publicaciones hechas por la Oficina, han sido causa de que se haya corregido el texto de enciclopedias populares, geografías y otros libros de escuela, en lo referente á los países latino-americanos.

Desde los principios de la Oficina, la demanda por sus publicaciones fue grande; mucho más allá del número de ejemplares publicados con los fondos limitados que se le habían asignado. El primer Director tuvo que hacer frente á esto, que afectaba la esfera de utilidad de la Oficina, pues millares de personas, con derecho á obtener los informes, se encontraban imposibilitadas de adquirirlos. Desde que se estableció la Oficina hasta octubre de 1893, las publicaciones que hacía se distribuyeron gratis y las ediciones que de ellas se tiraban de cincuenta mil ó menos ejemplares, estaban restringidas necesariamente el uso de unas cuantas bibliotecas públicas, organizaciones comerciales y personas interesadas de modo directo en el comercio de los países de que aquéllas trataban. El número de solicitudes de los Estados Unidos solamente, por los

letines, alcanzó durante el primer año de la existencia de la icina á treinta y ocho mil y las de las otras repúblicas llegaron á s ó á igual número.

Durante el segundo año, la solicitud por dichas publicaciones gó á adquirir tales proporciones, fueron tan numerosos los pedi- s de los miembros del Congreso para sus comitentes, que en la mera sesión del Congreso 52° se ordenó la publicación de edi- nes especiales de los principales boletines para ser distribuidos re los senadores y los representantes. No fueron menos las icitudes hechas por las escuelas públicas de los Estados Unidos, ya atención especial había sido dirijida al estudio de las cues- nes de Hispano-América con la reunión de la Conferencia Inter- ional Americana. Sin embargo, era á todas luces imposible, paso que era también infortunado, que más de 11,000 bibliote- públicas de los Estados Unidos, sin contar con las de las úblicas hermanas, y los 120,000,000 de habitantes de las diez y ve repúblicas de la Unión pudieran gozar de una distribución a de las publicaciones de la Oficina.

Hacer frente á estas solicitudes y á los pedidos cada día crecien- de aquellos en beneficio de los cuales se había establecido la cina, era una cuestión difícil de resolver y que se había presen- o desde temprano al estudio de la junta directiva de la Oficina. El segundo director, Mr. CLINTON FURBISH, que entró á desem- ar sus funciones el 18 de mayo de 1893, y continuó en ellas ta el 29 de marzo de 1897, publicó en octubre de 1893 una ular explicativa de los hechos mencionados y en la cual anun- ba que en lo adelante se cobraría un precio muy módico por as las publicaciones, con el objeto de conseguir así que su dis- ución fuera imparcial. Esta medida, que al principio se creyó daría por resultado una disminución en el número de solici- es, probó en pocos meses que la Oficina se había hecho más esaria á los distintos elementos comerciales de los diferentes ses interesados en ella, de lo que antes se había creido. Las so- tudes por informes y publicaciones aumentaron cada vez más, y razón de esperar, proveniente de esta fuente, una buena renta a ensanchar el radio de acción de la Oficina.

Durante la dirección de Mr. FURBISH, de conformidad con las mendaciones hechas por la Conferencia Internacional Ameri-

cana, se comenzó á dar á la luz el BOLETÍN MENSUAL, con el objeto de conseguir y diseminar informes acerca de las distintas industrias de las diferentes repúblicas y la posibilidad de las ventajas que reportaría su desarrollo. El primero de estos boletines se publicó en octubre de 1893, bajo el título de "El Café en América;" el segundo vió la luz en noviembre, con el nombre de "Carbón y Petróleo en Colombia." La publicación está hoy en el quinto volúmen. El tamaño creciente de esta obra es la mejor prueba del éxito que ha alcanzado entre aquellos para cuyo beneficio se estableció la Oficina.

Durante el año de 1896, los representantes de los países que componen la "Union Internacional de las Repúblicas Americanas" dieron un paso de la mayor importancia. Con el objeto de poner en práctica las evidentes miras de los organizadores de este movimiento, se envió una invitación á los representantes acreditados de las naciones que forman la Unión, exigiéndoles se reuniesen con el Secretario de Estado con el fin de estudiar el plan que en lo futuro habrían de seguir los trabajos de la Oficina, así como también los medios de ampliar su radio de acción. La reunión se verificó en el Departamento de Estado en Washington, el 1° de Abril de 1896, estando representadas todas las naciones independientes de la Unión, excepto la República Argentina, Bolivia, Paraguay, Santo Domingo y Haití. Fué lo más notable de las discusiones que tuvieron lugar el interés que todos demostraron por los trabajos de la Oficina y el deséo de extender su esfera de utilidad. Se nombró una comisión compuesta de cinco miembros, para que informase acerca del mejor medio de poner en práctica las idéas de los representantes. Formaron dicha comisión los Señores Don MATÍAS ROMERO, Enviado Extraordinario y Ministro Plenipotenciario de México; Don SALVADOR DE MENDONÇA, Enviado Extraordinario y Ministro Plenipotenciario del Brasil, Don JOSÉ ANDRADE, Enviado Extraordinario y Ministro Plenipotenciario de Venezuela, Don ANTONIO LAZO ARRIAGA, Enviado Extraordinario y Ministro Plenipotenciario de Guatemala, Don JOAQUÍN BERNARDO CALVO, Encargado de Negocios Interino (luego nombrado Ministro Residente) de Costa Rica.

Después de un detenido estudio de las materias que le fueron sometidas, la comisión presentó su informe final el 4 de junio de 1896, el cual fué adoptado por los representantes como base de

ierno para los intereses de la Unión. Decía el informe que el ›ósito de la Conferencia Internacional Americana fué esta- er una oficina de carácter absolutamente internacional; que 'irtud de este propósito era de desearse que los ciudadanos de diversos países que forman la Unión fuesen igualmente ele- es, en concurso y prévio exámen, para todos los puestos de la :ina; que sería conducente al bien común que se ensanchara ›rograma de los trabajos de la Oficina y hacerla el órgano de Jnión, no sólo con el objeto de compilar y diseminar informes ıerciales, sino también para tratar de todo asunto relativo á la ı económica y crecimiento de los países de la Unión; que ensanchamiento de la esfera de acción de la Oficina requería ıento de gastos; aunque era de desearse que las obligaciones os gobiernos no excediesen los límites del presupuesto original, ıe con la inserción de anuncios en las publicaciones de la Oficina odría subvenir probablemente á nuevos gastos. En vista de ; consideraciones, el informe recomendó que se ordenara al :tor de la Oficina á proceder inmediatamente á lo que fuese :sario para la inserción de anuncios en las publicaciones y ›uso un plan para la reorganización de la Oficina, en el cual se onían ciertas reglas acerca de los exámenes de los aspirantes á leos y se creaba una comisión ejecutiva, permanente, com- ;ta de cinco de los representantes de las naciones americanas que ıan la Unión. De éstos, cuatro son llamados por turno á servir fficio en la comisión, siguiendo para su elección el orden alfabé- de los nombres de sus respectivas naciones en una de las ro lenguas de la Unión que se haya escojido préviamente por :o, en una reunión de los representantes, siendo siempre el 'etario de Estado miembro ex-officio de la comisión. Al lel primer año el primer miembro de la comisión es rempla- › por el que ocupaba el quinto lugar en la lista alfabética, el ındo por el sexto al fin del segundo año, y así sucesivamente, en :ión, año tras año. La comisión ejecutiva celebra una sesión naria el primer lunes de cada mes y se reune en sesión extraor- ıria cuando lo determine el Secretario de Estado; y cuando xigiere una mayoría de sus miembros podrá citar á junta á los :sentantes de la Unión.

a comisión ejecutiva funcionará como junta de vigilancia de dministración de la Oficina, y tres de sus miembros, ya sea

personalmente ó por medio de agentes designados por ellos, forman parte del tribunal de exámen para los aspirantes á puestos; también examinará las cuentas de la Oficina. El Director está en la obligación de presentar un informe á los gobiernos que forman la Unión, tan pronto como sea posible después del primero de julio de cada año, dando cuenta de los trabajos de la Oficina durante el año trascurrido. Este informe, además de presentar cuenta detallada de los ingresos y egresos durante el año á que se refiere, indicará las cuotas que á cada nación le corresponde satisfacer y contendrá además un presupuesto de ingresos y egresos para el año siguiente. También se dispuso pedir á cada uno de los gobiernos que enviase una colección de sus leyes y de publicaciones relativas á su geografía, sus industrias, comercio y recursos en general. Las publicaciones de la Oficina, ya sea en la forma de boletines mensuales ó de manuales ó monografías se habrán de referir de un modo especial á asuntos comerciales, tales como derechos de aduana, medios de transporte, presupuestos, estadísticas, y cualquiera otra materia que se relacione con el comercio y las industrias en general de las naciones que componen la Unión, y además, informes geográficos, descubrimientos, exploraciones y cualquier asunto que sirva á aumentar el conocimiento de las condiciones económicas y los recursos de cada país.

El primer número del BOLETÍN MENSUAL que se publicó después de haber comenzado á solicitar anuncios, fué el correspondiente al mes de noviembre de 1896, en el cual habían insertos treinta y nueve anuncios de casas de comercio notables. El correspondiente á enero contenía cuarenta y siete, y desde entonces creció tan rápidamente el número de los que anunciaban en dicha publicación que para el mes de noviembre de 1896 tenía ciento cuarenta y una páginas entre texto y anuncios y para el mes de abril 1898, contaba trescientas veinticuatro páginas, de las cuales ciento veintinueve contenían anuncios de casas de los Estados Unidos. Hasta el primero de marzo de 1898 se solicitó anuncios en comisión; desde entonces se suspendió este método de procedimento.

Es sorprendente la inmensidad de informes especiales que en su correspondencia diaria se ve obligada la Oficina á contestar. El número de preguntas relativas á asuntos comerciales que se le dirijieron durante los cuatro primeros meses de su existencia alcanzó á setecientas; hoy puede calcularse igual número en un término

igual de semanas. Estas solicitudes por informes vienen, naturalmente, de comerciantes, fabricantes y hombres de negocios de los Estados Unidos, que desean ensanchar su comercio con las repúblicas del sur, y en este campo es en donde la Oficina es particularmente útil á los fabricantes ó exportadores del interior y de las ciudades pequeñas de los Estados Unidos. Los que solicitan informes son por lo general fabricantes de efectos para ferrocarriles, de maquinaria é instrumentos para la agricultura y la minería, carros, muebles, papel, ferretería, efectos de cuero, joyería, drogas, agentes químicos y también de fabricantes de otros productos, deseosos de saber si en los países del sur tendrán demanda ó si se adaptan al uso de aquellos mercados. La Oficina contesta siempre que puede hacerlo y en referencia al caso especial, dando los consejos y suministrando los informes relativos al clima y á las condiciones del mercado á que se contrae el solicitante, para que éste pueda adaptar sus productos á las circunstancias y en muchos casos se le pone en comunicación con personas que le ayudan gustosas á introducir y vender sus mercancías. Los que solicitan informes no están circunscritos, sin embargo, á este continente, ni á los comerciantes y los fabricantes.

De Europa, lo mismo que de los Estados Unidos, llegan centenares de cartas preguntando acerca del clima, del suelo, de las leyes, las minas, los salarios, los métodos agrícolas, los impuestos, las condiciones sociales, etc., de las repúblicas americanas. El inmenso trabajo necesario para contestar á todas estas preguntas, que abarcan tan ancho campo y que requiren con frecuencia tanto tiempo, investigación y correspondencia con el objeto de obtener los informes necesarios, pesaba fuertemente sobre el reducido personal de la Oficina, de suerte que en setiembre de 1897 se creó una división de informaciones con el objeto de contestar con el menor retardo posible y con tanta certeza y tan cabalmente como se pudiera, las muchas preguntas contraidas á datos especiales referentes á las repúblicas latino-americanas, que diariamente se reciben en la Oficina. Esta división está á cargo de Mr. HENRY L. BRYAN, que fué el primer secretario de la Oficina, desde febrero de 1891 hasta el 20 de marzo de 1893.

Entre las recomendaciones hechas por la Conferencia Internacional Americana, había una abogando por la publicación de una Nomenclatura de los artículos de mercancías que se importan y

se exportan. El trabajo de preparar esta clave ó catálogo terminó la Oficina en 1897. La obra completa consta de tres volúmenes en inglés, español y portugués, con los equivalentes correspondientes en cada uno de estos idiomas, según el caso. Esta obra es el fruto de siete años de trabajo. Las ventajas que semejante obra reporta á los importadores y exportadores son incalculables. Muchos de los términos que en ella se encuentran no aparecen en ningún dicionario español ó portugués, particularmente en lo que se refiere á maquinaria y sus partes componentes, y más en especial en lo tocante á invenciones y aparatos eléctricos que el genio moderno tan prolíficamente produce. El Ministerio de Hacienda de los Estados Unidos, en enero de 1898, adoptó la Nomenclatura Comercial como obra de texto para el uso de todas las aduanas de su dependencia y se espera que muchas, si nó todas las naciones interesadas en el plan de la Oficina, también la adopten.

El trabajo más importante que se efectuó en 1897, fué la preparación del Directorio Comercial de las Repúblicas Americanas, comenzado durante la dirección del difunto Director JOSEPH P. SMITH, cuya temprana muerte tuvo que lamentar la Oficina al comienzo del año de 1898, menos de doce meses después de haber sido nombrado. Poco después de haber entrado Mr. SMITH á desempeñar su puesto como Director (29 de marzo de 1898), hubo de convencerse de que uno de los medios más eficaces para estrechar las relaciones entre los fabricantes y los comerciantes de los distintos países, dando aliento de esta suerte al desarrollo de la industria y del comercio, era poner al alcance de ellos una fuente fidedigna de informaciones de los nombres de las casas que se ocupan en ramos especiales del comercio ó de la industria, acompañados de los últimos informes que se pudieran conseguir referentes á las fuentes de riqueza, el comercio, las manufacturas, usos comerciales, leyes de propiedad industrial y literaria, licencias comerciales, tarifas de aduana, reglamentos de pasaportes, leyes de minas, etc., de las repúblicas americanas y de las colonias de las Antillas y de Centro y Sud América, con las cuales están tan intimamente ligados por lazos comerciales. Los hombres de negocios de los Estados Unidos hubieron de reconocer que una obra de esta especie era una de las más ingentes necesidades para

el ensanchamiento del comercio con los países latino-americanos. La empresa fué grande y causó fuertes gastos de dinero y empleo de tiempo. Se llevó á cabo con el mayor cuidado para que dicha publicación se reconociera en todas partes como autoridad en su clase. El primer volúmen se publicó como ocho meses después de empezado el trabajo y dentro de poco se dará á la luz el segundo. El primer ejemplar del tomo primero del Directorio Comercial, publicado por la Oficina en noviembre de 1897, le fué presentado formalmente al Presidente McKINLEY por el Secretario SHERMAN, en representación de la comisión ejecutiva de la Oficina de las Repúblicas Americanas, acompañado en aquel acto por otros miembros de dicha Comisión.

Al poner la obra en manos del Presidente, el Secretario dijo que nunca se había compilado y publicado otra igual. La Oficina ha recibido de todos los miembros del Gabinete de los Estados Unidos y de los Presidentes y miembros de los gabinetes de todos los países interesados en la Unión, así como también de las principales cámaras y juntas de comercio, cartas que recomiendan esta gran obra. Muchas de las casas de comercio más notables de los Estados Unidos han elogiado dicha publicación, considerándola como que viene á llenar de la manera más completa un vacío que se hacía sentir desde hace tiempo, lo que da una idéa del juicio maduro y del espíritu adelantado del difunto Director.

A la muerte de Mr. SMITH, el Secretario de Estado dió instrucciones á Mr. FREDERIC EMORY, jefe de la Oficina de Comercio Extranjero del Departamento de Estado, para que se encargase de la Oficina en capacidad de director interino, y el 28 de febrero de 1898, por resolución de la comisión ejecutiva, fué nombrado director provisionalmente. Mr. EMORY continuó el trabajo en donde lo había dejado su predecesor y se ocupa en fomentar los intereses generales de la Unión Internacional, siguiendo el mismo plan tan habilmente concebido por Mr. SMITH. Mr. EMORY desempeñó la secretaría de la Oficina desde marzo de 1893 hasta el de 17 de abril de 1894, en cuya época fué nombrado jefe de la Oficina de Comercio Extranjero (que era entonces la Oficina de Estadísticas) cuyas labores son semejantes á las que desempeña hoy como director de esta Oficina. No fué sino el 21 de mayo de 1898 que se nombró el sucesor de Mr. EMORY en la secretaría de

la Oficina, puesto que habia quedado vacante. En esa fecha se designó para desempeñar las funciones de secretario al Dr. HORACIO GUZMÁN, por autorización especial de la comisión ejecutiva.

Uno de los mayores obstáculos que, para el desarrollo del comercio entre los Estados Unidos y sus vecinos del sur y de las Antillas, existía antes del establecimiento de la Oficina era la ignorancia, por parte de los comerciantes y fabricantes de este país, en lo referente á las necesidades especiales de los mercados cuyo dominio solicitaban. La manera de hacer desaparecer este obstáculo, abrir aquellos mercados á las mercancías de los Estados Unidos, de modo de hacer que el comercio de todas dependa de unas y otras entre sí, ha sido objeto de muy serio estudio. Aquí fué que la oficina vino á socorrer al atareado comerciante y al fabricante, demostrando la sabiduría de la conferencia que la había creado.

No faltó quienes tildaran de utópicos todos los planes de la Conferencia Internacional Americana y mirasen á su resultado, la Oficina, como un proyecto extravagante é inútil. Empero, la importancia de esta Oficina, como gran factor en la economía social y comercial de todo el Continente Occidental, se ha demostrado ya por manera clara y prática; hoy no es una teoría. Ha sido reconocida por el Congreso de los Estados Unidos, que en el corriente año ha dado prueba de lo que aprecia sus labores y de en cuanto estima su esfera de utilidad, votando un presupuesto por una gruesa suma para cubrir el deficit proveniente de los gastos hechos en compilar, clasificar y publicar el inmenso cúmulo de datos que se ha dado al público bajo el nombre de Directorio Comercial de las Repúblicas Americanas, y aprobando igualmente, sin un solo voto en contrario, el presupuesto para el mantenimiento de la Oficina durante el próximo año fiscal. Las principales sociedades mercantiles de los Estados Unidos y de los otros países que forman la Unión han reconocido también la utilidad de la Oficina, como lo comprueba el inmenso número de anuncios de casas notables que encierra en sus páginas el BOLETÍN MENSUAL.

Que la Oficina ha estimulado buenas relaciones de amistad, aumentado el comercio y desarrollado intereses comerciales de importancia, ya ha sido probado sin sombra de duda, por lo menos con el aumento de las comunicaciones postales que ha tenido lugar durante los últimos ocho años entre los Estados Unidos y

los países latino-americanos. El resultado no podía ser más natural; la oficina que pone al productor en comunicación directa con el consumidor, debe tener inmenso valor en el mundo comercial y sólo necesita de los medios necesarios para su subsistencia con el fin de mostrar, del modo más fehaciente, tanto su utilidad cuanto su capacidad para satisfacer una necesidad indiscutible.

REUNIÓN DE LA COMISIÓN EJECUTIVA.

APROBACIÓN DE LOS ACTOS DEL DIRECTOR PROVISIONAL—NOMBRAMIENTO DE SECRETARIO DE LA OFICINA.

La comisión ejecutiva de la Unión Internacional de las Repúblicas Americanas celebró sesión el sábado 21 de mayo, á las 11 de la mañana, en el salón de diplomáticos del Departamento de Estado. Estaban presentes el Secretario de Estado, Hon. WILLIAM R. DAY, Presidente; el Señor DON MATÍAS ROMERO, Ministro de México; el Señor DON JOSÉ ANDRADE, Ministro de Venezuela; el Señor DON ANTONIO DEL VISO, Encargado de Negocios de la República Argentina, y Mr. FREDERIC EMORY, Director de la Oficina de las Repúblicas Americanas. Se dió lectura á un informe del director, el cual fué aprobado, en que se dió cuenta de los trabajos de la Oficina desde la fecha del nombramiento de director, en febrero 28 de 1898. El director manifestó que había recibido cartas de varios puntos aprobando el método seguido por la Oficina y que entre estas cartas figuran algunas escritas por personas ó firmas que se habían opuesto á los procedimientos anteriores de la Oficina. Hubo un cambio general de impresiones entre los miembros de la junta, respecto á detalles de la Oficina, y se expresó satisfacción por los resultados obtenidos con el nuevo plan de conducta que empezó á regir desde el 28 de febrero. La comisión votó por unanimidad un acuerdo autorizando al director para nombrar un secretario, pendiente la definitiva reorganización de la

Oficina. Se levantó la sesión después de haberse votado el acuerdo de que la Comisión se reuniría á fines de junio, en el día que más tarde se designará, para tratar del porvenir de la Oficina.

El director manifestó en su informe que había solicitado la cooperación de la Asociación Nacional de Fabricantes, del Museo Comercial de Filadelfia, de la Cámara de Comercio de Nueva York, y de otras importantes asociaciones de trascendencia comercial, para formar lo más completamente posible la lista de fabricantes y exportadores interesados especialmente en el comercio latino-americano, la cual se estaba preparando para su publicación en el segundo volúmen del Directorio Comercial, y manifestó asimismo que había recibido de aquellas valiosa asistencia, por la cual alentaba la esperanza de obtener los resultados propuestos. Agregó que la mayor parte del segundo volúmen del Directorio está en prensa, y que se espera que dicho volúmen esté listo para su entrega el 15 de junio.

Como se encontró que el precio original de los dos volúmenes ($5) no era suficiente á cubrir los gastos, se aumentó á $10 por toda la obra. Manifestó que este cambio no ha encontrado hasta el presente ninguna objeción, y se expresó satisfecho de que sobre estas bases, y sin que la Oficina haya tenido que hacer erogaciones para pagar comisiones por agencia de suscripción, se haya vendido un número de ejemplares del Directorio, suficiente para contribuir considerablemente á sufragar los gastos.

Dícese también en el informe que el cambio en el modo de conducir los negocios de la Oficina, abandonando la práctica de pagar comisión por los anuncios para el Boletín Mensual, lejos de afectar los ingresos de aquella dará por resultado, probablemente, el objeto que en un principio se propuso la comisión ejecutiva que, según el director entendía, consiste en obtener entradas aplicables al gradual desarrollo de la esfera de acción de la Oficina. También se hizo presente á la comisión que se habían emitido circulares solicitando suscripciones para el Boletín Mensual; que estas circulares habían sido dirijidas á fabricantes é importadores de los Estados Unidos, y que las contestaciones recibidas indicaban que se obtendría un gran número de suscripciones.

Haciendo uso de la autorización conferida por la comisión ejecutiva se nombró secretario, pendiente la reorganización de

Oficina, al Señor Doctor HORACIO GUZMÁN, jefe del cuerpo de traductores castellanos. La Oficina ha estado sin secretario desde que Mr. FREDERIC EMORY, que es ahora director provisional de la Oficina, presentó su renuncia en 17 de abril de 1894. Los intereses de la Oficina demandaban la provisión de esta plaza, en armonía con la intención primitiva de la Conferencia Internacional Americana. El nuevo secretario, Doctor GUZMÁN, es latino-americano y puede conversar en su propria lengua con los representantes de la Unión, y tratar con ellos sobre cualquier negocio con conocimiento especial de las instituciones y los métodos de sus respectivos países. El Doctor GUZMÁN es natural de la ciudad de Granada, Nicaragua, é hijo del Gen. Don FERNANDO GUZMÁN que fué Presidente de aquella República de 1867 á 1871. El Doctor GUZMÁN recibió su educación en Francia y los Estados Unidos, y ha residido en este país, con excepción de cortos intervalos, por unos diez y siete años. Durante nueve años representó á Nicaragua en Washington, como Enviado Extraordinario y Ministro Plenipotenciario; fué miembro de la Conferencia Internacional Americana, y fué nombrado traductor castellano de la Oficina de las Repúblicas Americanas en junio de 1897, previo exámen de oposición.

Mr. ARTHUR W. FERGUSSON, miembro del cuerpo de traductores de la Oficina, ha sido nombrado para ocupar el puesto dejado vacante por el Doctor GUZMÁN bajo la autorización de la Comisión Executiva de febrero 28.

RELACIONES COMERCIALES EN AMÉRICA.—XII.*

RIQUEZAS INTERIORES DE LA PARTE OCCIDENTAL DE SUDAMÉRICA.

En el BOLETÍN MENSUAL correspondiente á diciembre de 1897, se trató del desarrollo comercial de los países sudamericanos que quedan al oeste, y se hizo especial referencia á las relaciones de aquéllos con los Estados Unidos. Vamos ahora á hablar ligera-

*El primero de esta serie de artículas, obra del difunto JOSEPH P. SMITH, fué publicado en el BOLETÍN MENSUAL correspondiente al mes de julio de 1897. Se continuará la publicación de estos artículos, escritos por varios colaboradores y de conformidad con el plan adoptado por el mencionado Señor SMITH.

mente de la riqueza interior de aquella sección de la América meridional que bañan las aguas del Pacífico, exceptuando á Colombia, de la cual nos ocupamos en el artículo de esta serie publicado en el BOLETÍN del mes de mayo.

Los países sudamericanos á que nos referimos son, en el orden alfabético, Bolivia, Chile, Ecuador y Perú. El primero de éstos está situado á mayor elevación que ningún otro en el Nuevo Mundo, y sus altiplanicies, rodeadas de picos más altos todavía, son los parajes más elevados donde el hombre puede habitar y donde se encuentra vegetación. El área de Bolivia se calcula en 567,360 millas cuadradas, y su población en cerca de 2,000,000 de habitantes. Cuando se considera que solamente la cuarta parte de éstos son blancos, se comprende bien que esté todavía por desarrollar la vasta riqueza natural de este antiguo dominio de los Incas. Hay pocas industrias, y la agricultura, que es lo primero á que el hombre se dedica, ha progresado muy poco. Cereales, patatas, frijoles, etc., se producen apenas en cantidades suficientes para las necesidades locales. Se exporta café á la República Argentina y á Chile. Á pesar de que el suelo se adapta perfectamente para la producción de caña de azúcar, es más el azúcar que se importa del Perú que el que se fabrica en el país, donde la caña se usa principalmente para la preparación de aguardiente. Entre sus productos más importantes, figuran la goma elástica, la coca y la quina. El primero de éstos está sobre todos los otros y constituye una industria considerable, que el Gobierno boliviano fomenta por medio de concesiones muy liberales. En los Estados Unidos se han formado varias compañías para el beneficio y exportación de la goma elástica.

Bolivia es la tierra del guanaco, que además de servir como bestia de carga, produce lana, de la cual hacen los índios diversos artículos, y su carne se emplea como alimento. Este animal y el llama son designados con el nombre de camellos del Nuevo Mundo. El segundo, lo mismo que la alpaca y la vicuña, produce también lana de diversas calidades. Inmensas manadas de estos animales vagan por las ásperas montañas del país. La chinchilla da una piel muy fina que tiene gran valor como artículo de comercio.

Inútil es hablar de la riqueza mineral de Bolivia, por ser dema-

lo conocida. Para su explotación pueden obtenerse del Go-
no concesiones muy liberales. Se crían en gran cantidad y se
ortan á los países vecinos, ganado vacuno, ovejas, mulos, etc.,
o esta industria no ha llegado todavía á su completo desarrollo.
Debido á su posición geográfica y á no haberle quedado puertos
pués de la guerra entre el Perú y Chile, el comercio exterior
Bolivia se hace por Arica, Mollendo, Antofagasta, Puerto
rez y Villa Bella. Estos dos últimos lugares quedan al oriente
tán sobre el río Paraguay. Los artículos que principalmente
mportan en Bolivia son provisiones, ferretería, vinos, licores,
ros de algodón, de lana y de seda, y ropa hecha. La exporta-
consiste en plata, goma elástica, cobre, lana, cueros y pieles,
café, coca y quina.

omo en Bolivia no existe oficina de estadística, es muy difícil,
imposible, obtener datos comerciales dignos de crédito, pero
le asegurarse que el tráfico de los Estados Unidos con aquel
no tiene significación alguna, en cuanto á lo que se importa
quella República, y por lo que hace á lo que á ella se exporta
quí, apenas merece mencionarse. Alemania es la nación que
ticamente monopoliza el comercio de Bolivia, porque los
erciantes alemanes tuvieron la suficiente perspicacia para
blecer sucursales allá, las cuales son administradas en su
idad por súbditos del Kaiser, que residen en el país y hablan
el castellano, sin lo cual ningún extranjero puede obtener
éxito en sus negocios.

n un país donde la población india predomina, y cuyas nece-
des son tan reducidas, no se debe esperar que aumente el tráfico
mportación mientras no haya comunicaciones rápidas y el
acto con el mundo exterior haya creado nuevas necesidades,
a hoy desconocidas. Un kindergarten comercial daría por
ltado el fin que se desea, pues la enseñanza objetiva es mucho
eficaz que la publicación de circulares, especialmente en un
r donde son tan pocos los que saben leer.

os medios de comunicación, tan necesarios para el desarrollo
tráfico y del comercio, son muy deficientes en Bolivia, y esto
ebe en mucho á su topografía. Hay una línea férrea que une
uerto chileno de Antofagasta con la frontera boliviana en
otán, y de allí continúa hasta Uyuni, en Bolivia. Un ramal

de este ferrocarril corre á Huanchaca y á Oruro. La extensión total de la línea es de 500 millas. Se han otorgado concesiones últimamente para la construcción de otros ferrocarriles y se está haciendo el estudio de las diferentes rutas. Una línea va á unir á La Paz, capital de la República, con la frontera del Perú; otra correrá del río Paraguay, en la parte oriental de Bolivia, á Santa Cruz; la tercera irá de Oruro á Cochabamba, y la cuarta de Chollapata y Potosí. En la actualidad se está haciendo el examen de una ruta de Bolivia á la República Argentina. Hay en construcción nuevas carreteras y se están poniendo sobre los ríos grandes puentes suspendidos. En 1897 había 2,980 millas de telégrafos en el país, y de estas líneas unas van á la República Argentina, con dirección al este, y otras á la costa del Pacífico, hacia el oeste. Hay además líneas laterales para las comunicaciones interiores.

Bolivia ofrece vasto y halagüeño campo á los habitantes de los grandes centros populosos del globo. Posee en abundancia materias primas para muchas industrias; tiene bosques vírgenes que no ha herido aún el hacha del leñador, y miles de millas cuadradas de inmensas y fértiles planicies que sólo esperan la azada y el arado del labrador para recompensar sus faenas con opimos frutos, mientras que bajo su suelo yacen escondidos tesoros indescriptibles, que enriquecerán al que llegue á sacarlos á la luz del día.

PEDRO DE VALDIVIA, que comandó la segunda expedición española contra Chile, comparó á este país con la hoja de una espada, por ser tan largo y angosto, y en efecto es apropiada la comparación, pues tiene la República 2,270 millas de norte á sur, y su anchura varía de 40 á 200 millas. Su extensión es de 293,970 millas cuadradas, pero á pesar de ser angosto el territorio, es sumamente fértil en su mayor parte, y no está excesivamente poblado, pues el censo de 1895 le da 2,712,145 habitantes, ó sean 9.2 por milla cuadrada. Lo probable es que en aquella época la población haya pasado de 3,200,000 habitantes, é indudablemente ahora excede de ese número, estando la mayor parte de ellos dotados de un espíritu enérgico y progresista. Como un millón y medio de los habitantes se dedican á la agricultura, y producen anualmente cosa de 28,500,000 fanegas de trigo, 8,500,00 de otros cereales, y además legumbres, frutas, etc. Aunque pequeña, la población se distingue por los progresos industriales que ha alcanzado.

utoridades competentes aseguran que más de 500,000 cabezas ganado vacuno y 2,000,000 de carneros, cabras, etc., se crían lmente en el país. Las substancias minerales, tales como e, plata, oro, carbón, manganeso, etc., son abundantes. Los pos de nitrato de Chile cubren un área de cerca de 220,356 s, y se calcula que contienen 2,316 millones de quintales métricos nitrato comercial. El producto total de estos campos fué, en 5, de 1,092,000 toneladas. Mucho capital inglés hay invertido sta industria. Para dar una idea del desarrollo industrial del país, a decir que en 1895 el departamento de Valparaíso, con una ación de menos de 200,000 habitantes, tenía 417 fábricas, en cuales se consumieron durante el año materias primas por r de 20,057,573 pesos, y se emplearon 12,616 operarios y 162 uinas de vapor con una potencia total de 1,766 caballos de za. Entre estos establecimientos había cervecerías, refinerías zúcar, aserraderos, fábricas de gas, de carruages y de carros, de as minerales y gaseosas, etc. Como es de suponer, la curtiduría n ramo de industria muy floreciente.

hile fué el primer país de la América del Sur donde se cons- eron ferrocarriles, y el Gobierno siempre ha fomentado por lio de subsidios y de leyes apropiadas la construcción de vías as. Á principios de 1897 había en la República 2,080 as de ferrocarril, y de éstas el Gobierno poseía y tenía abiertas áfico 838, mientras que 1,242 millas, divididas en quince líneas rentes, pertenecían á asociaciones particulares. En aquella ca el Gobierno tenía 331 millas en construcción y en estudio. línea principal es la Gran Central, que pertenece al estado, y sta de tres divisiones, á saber: de Valparaíso á Santiago y de á Melipilla; de Santiago á Talca, de San Fernando á ones, y de Pelequén á Peumo; de Talca á Talcahuana, de Rosendo á Traiguen, de Santa Fé á Los Angeles y de lería á Victoria, todo lo cual arroja un total de 766 millas.

trabajos en el Ferrocarril Trasandino, entre Santa Rosa y ndoza, que habían sido interrumpidos por algún tiempo, han menzado, y los continuará con actividad un sindicado inglés. ndo se hayan terminado las 46 millas de esta línea, que aun dan por construir, se habrá efectuado la unión entre el Atlán- y el Pacífico, ó sea entre Buenos Aires y Valparaíso. Se

medio de unos pocos vapores construidos en los Estados Unidos y en el país mismo, así como por canoas y otras embarcaciones menores.

El único ferrocarril que existe en la República corre por una distancia de 58 millas, entre Durán, que está al frente de Guayaquil, y Chimbo. Á fines del año de 1897 el Gobierno ecuatoriano celebró un contrato con un capitalista de Nueva York para la prolongación de esta línea hasta Quito, capital de la República. La empresa es atrevida y costosa, pues hay que atravesar por alturas que varían de 8,100 á 12,300 pies sobre el nivel del mar, en una distancia de 404 millas. Hay en la ruta tantos ríos y arroyos que se calcula que será necesario construir 830 puentes. Se cree que la obra costará $17,530,000. Existen cinco líneas de vapores que tocan con regularidad en los puertos del Ecuador, y son las siguientes: la Pacific Steam Navigation Company, que es inglesa, y la Compañía Sudamericana de Vapores, que es chilena, las cuales hacen viajes entre Valparaíso y Panamá, con escala en Guayaquil; la llamada Gulf Line, inglesa, que va de este último puerto á Glasgow, Liverpool y Greenock; la línea hamburguesa, entre Guayaquil, Hamburgo y Amberes, y la línea francesa, entre el Havre y los puertos sudamericanos del Pacífico. Existen también dos líneas importantes que hacen viajes irregulares: la línea alemana Kosmos, que toca cada mes en Guayaquil, y la conocida con el nombre de Merchants' Line, que usa vapores ingleses fletados por W. R. GRACE & Co., de Nueva York, los cuales corren entre este puerto y Guayaquil. Los buques de todas estas líneas hacen escala en los puertos de Chile y del Perú.

Con una extensión de 463,747 millas cuadradas, la República del Perú tiene una población de 2,621,844 habitantes. Durante tres siglos la sola mención de su nombre evocaba en la mente visiones de opulencia y bienestar, que una serie de guerras intestinas y extranjeras ha hecho que se lleguen á mirar como ilusiones de la fantasía, pero no lo son en verdad, porque existen todavía en aquella tierra privilegiada fuentes de riqueza que pueden servir de medios para el desarrollo de la industria y para la bienandanza del país.

La riqueza agrícola del Perú es abundante y varia, pues abraza

ciones como en el reino vegetal, puesto que el verano se con-
le con el invierno y la época de la siembra con la de la cosecha,
n país esencialmente agrícola. Escritores que lo han visitado,
:n que no hay lenguaje con que describir la riqueza y esplen-
:z de la vegetación en aquella parte del continente americano.
sus bosques no más posee el Ecuado incalculables riquezas.
costas producen cacao, café, tabaco, tagua, frutas tropicales,

En las secciones pobladas del interior crecen trigo, cebada,
:eno, maíz, caña de azúcar, etc. Se encuentran aquí diversas
es de quina, gran variedad de palmas, palo del Brasil, palo
o, ébano, cedro y otras maderas de construcción; copal, sangre
drago, estoraque y muchas plantas indígenas de las que se
n tintes. Abundan las plantas fibrosas y la que produce el
erial que se usa para hacer los conocidos sombreros de Jipijapa.
El país contiene también en abundancia oro, plata, mercurio, y
s metales, pero la explotación de minas no ha llegado todavía
do su desarrollo. La industria se reduce principalmente á la
icación de azúcar y harina, á la de tejidos de algodón, á estable-
ientos de destilación, curtidurías y aserraderos. Se hace
colate en grandes cantidades, así como también los sombreros
s mencionados.

Los artículos principales de exportación son cacao, goma elás-
, café, quina, tagua, sombreros, suela, pieles secas, bambú,
arindos, tabaco, arroz y esteras. Casi todos los artículos que se
ican en los Estados Unidos y que son aparentes para el uso
una población de 1,270,000 habitantes, más de dos terceras
:es de los cuales son indios, encontrarían buen mercado en el
uador. Esta población está distribuida en una extensión de
:a de 120,000 millas cuadras, lo cual demuestra que existe aquí
nisma falta de proporción que se nota en otras partes del con-
nte sudamericano entre el número de habitantes y el tamaño
territorio. El extranjero que desee mejorar de fortuna, puede
aquel país y encontrar un suelo que no ha menester de abonos,
riquezas naturales que con el mero trabajo físico le reportarían
ancias que no encontraría en parajes menos privilegiados.

Los medios de comunicación dejan mucho que desear en el
uador, puesto que en la mayor parte del país no existen más
: veredas. La navegación en las aguas interiores se hace por

de 96 barcos de menos de 50 toneladas, todo lo cual arroja un total de 1,246 toneladas.

Los principales puertos de la República sonel Callao, Huacho, Ancón, Pacasmayo, Chola, Mollendo, Eten, Supe, Pisco, Salaverry, Payta y Chimbote, en todos los cuales hay excelentes muelles. El Callao tiene una dársena flotante de 300 pies de largo.

Las principales líneas de comunicación con los Estados Unidos son las que hacen la carrera entre Valparaíso y Panamá, conocidas con los nombres de Steam Navigation Company y Compañía Sudamericana de Vapores, ambas mencionadas atrás. Estas dos líneas trabajan de consuno. Sus vapores hacen conexión en el istmo de Panamá con los de la Pacific Mail Steamship Company para San Francisco, y con los que van de Colón á Nueva York, Nueva Orleans y los principales puertos de Europa. Hay varias líneas de vapores de carga dedicadas al comercio extranjero y de cabotaje, que tocan en los puertos del Perú.

No existen carreteras en el país y la mayor parte de los transportes se hace por medio de indios, mulas y llamas.

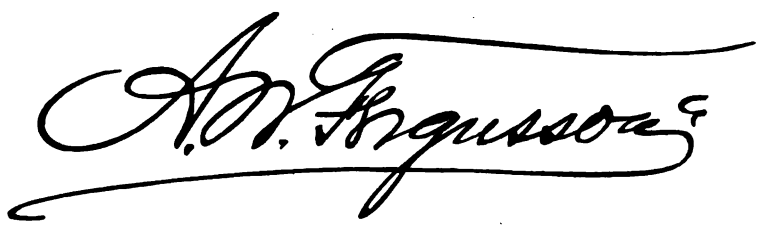
El Perú ha gastado 36,000,000 libras esterlinas en la construcción de sus ferrocarriles, incluyendo los que cedió á Chile, y en estos trabajos se han ejecutado algunas de las obras de ingeniería más notables del mundo.

En 1895 la extensión total de los ferrocarriles era de 924 millas, 800 de las cuales pertenecían al Estado. Forman estas últimas diez líneas diferentes, las cuales, junto con los depósitos de guano, las minas y los terrenos nacionales, fueron hipotecadas por 66 años á una corporación peruana, formada en su mayor parte con capital inglés. Existen seis líneas férreas pertenecientes á compañías particulares y bajo su dirección. El Gobierno tiene abiertas al servicio público 1,491 millas de telégrafos.

Por lo expuesto se verá que la naturaleza ha sido pródiga en sus dones con los cuatro países de que hemos tratado, y que lo único que les hace falta para obtener una posición envidiable entre las naciones americanas, es aumento de población y mejores y más rápidos medios de comunicación. Respecto de esto último, se deja ver por lo que queda dicho y por los datos á que se ha hecho referencia, que los capitalistas americanos no han dado pruebas de

su proverbial perspicacia y energía. Por demás sería hablar otra vez de las inmensas ventajas que el canal de Nicaragua reportaría al comercio de todo el litoral sudamericano sobre el Pacífico, así como al de los Estados Unidos en el Atlántico y el Golfo. Una nación industrial ha menester de buscar mercados: los tenemos al sur de nosotros, y estableciendo rápidas comunicaciones, los tendríamos á nuestras propias puertas. La estadística es asunto muy árido y se adapta poco al gusto general. Los que no creen en ella, pueden sostener que falsea los hechos, según los intereses á cuyo servicio está; pero si es imperfecta como todas las cosas humanas, es indudable que produce excelentes resultados y que indica la dirección que llevan las corrientes comerciales. Si queremos aprovechar éstas, como marinos expertos, debemos preparar nuestra nave y seguir el derrotero que nos señalan.

El Obispo BERKELEY ha dicho ya que la civilización camina hacia el occidente; pero la estrella del comercio apunta para la Cruz del Sur.



DON SALVADOR DE MENDONÇA.

El Señor DON SALVADOR DE MENDONÇA, que el 18 del mes pasado puso en manos del Presidente McKINLEY sus letras de retiro como Enviado Extraordinario y Ministro Plenipotenciario del Brasil ante el Gobierno de los Estados Unidos, cargo que había venido desempeñando tan hábilmente desde hace siete años, lleva consigo al partir para Lisboa, donde va á desempeñar otra misión diplomática honorable, la más cordial estimación del Gobierno y del pueblo de los Estados Unidos El "Post" de Washington, al ocuparse de su partida, expresa admirablemente el agradecimiento de los Estados Unidos hácia tan cumplido diplomático "por las amplias miras de estadista que siempre le anima-

ron, por el tacto y la habilidad que siempre desplegó en su diplomacia, y sobre todo, por la amistad invariable que siempre demostró por nuestra nación."

El Señor de Mendonça heredó de los radicales de los tiempos de la regencia los principios políticos ampliamente liberales que profesa, con los cuales se identificó desde su temprana juventud, cuando como abogado del foro brasilero ayudó á fundar un periódico republicano en Rio Janeiro, el primero de su especie que se publicara durante el Imperio; principios por los cuales ha seguido abogando hasta hoy, entusiasta y tenaz. El emperador del Brasil, que jamás demostró antipatía por los republicanos ni aversión á enviarlos al extranjero en representación del país, escojió hace veintitrés años para que desempeñara el Consulado General del Brasil en Nueva York al Señor de Mendonça, que desde entonces ha tenido oportunidades excepcionales, las cuales supo aprovechar con gran celo, para hacer un estudio profundo de las instituciones que siempre le interesaron y para formar un conocimiento más perfecto de los jurisconsultos y estadistas cuyas doctrinas aprendió á reverenciar desde joven.

El Ministro, Sr. DE MENDONÇA, no ha sido solamente un mero observador. La amplitud de las idéas políticas y la adhesión resuelta á los principios del gobierno popular, que profesa este representante de la más joven de las repúblicas del continente meridional, han servido de inspiración y han ayudado, durante los últimos siete años, á los que tienen á su cargo los asuntos de todo este continente, para adoptar medidas tendentes á levantar sus países respectivos y á trabajar por la paz y por el honor nacional. Como dice el editorial del "Post": "Desde el principio hasta el fin ha sido incansable en trabajar, por todo aquello que tendiera á cimentar más sólidamente las relaciones de los Estados Unidos con la progresista república, su patria." Los servicios que prestó en el arreglo de tratados de reciprocidad con los Estados Unidos en 1891, sus enérgicas labores durante la Conferencia Pan-Americana, con el fin de establecer un tribunal internacional permanente para el arreglo pacífico de las controversias que se suscitaren, y su apoyo decidido á la Oficina Comercial de las Repúblicas Americanas, representante de la Unión Internacional, es todo de tan reciente data que no hay para que mencionarlo.

Durante su estadía en los Estados Unidos el Señor DE MENDONÇA, por sus discursos en público, por su colaboración en las principales publicaciones del país, por la espléndida hospitalidad que siempre extendió á todos, se ha captado la estimación de las personas de valer. Sus artículos en "la North American Review," su discurso pronunciado ante los fabricantes de Filadelfia, y el de despedida que publica hoy el BOLETIN, poseen, en inglés, un encanto en el estilo, tanto más notable cuanto que aquélla no es su lengua madre. En su hogar, la sociedad artística y literaria de Washington se halló siempre rodeada de refinamiento y cultura y era allí en donde los representantes diplomáticos de Europa y de América, llegaron á crearse una intimidad entre sí como quizás no existió antes en Washington.

He aquí los discursos del Señor Ministro DE MENDONÇA y la respuesta del Presidente MCKINLEY:

El Ministro se expresó en los términos siguientes:

Señor PRESIDENTE: Tengo el honor de poner en vuestras manos la carta de retiro con que el Presidente de los Estados Unidos del Brasil declara terminada mi misión cerca del Gobierno de los Estados Unidos de América.

Hacer votos por que S. E., á la par que mi Gobierno, creyese que yo, en cumplimiento de las instrucciones recibidas había desempeñado mi misión de una manera grata, y añadir á las expresiones de los mejores deseos del Presidente del Brasil por vuestra felicidad y la de vuestro país, la de mis propios sentimientos personales, bastaría para dar por terminado mi discurso oficial.

Pero los amigos no se despiden con meras formas diplomáticas en la hora solemne en que la nación corre sobre las armas. Aún más; la deuda de gratitud que tengo contraida con vuestro pueblo y vuestro Gobierno, por la manera como me habéis tratado durante mi residencia de cerca de un cuatro de siglo, es tan grande que no puedo despedirme sin espresar al primer Ciudadano de esta poderosa República mi cordial agradecimiento por la benevolencia que habéis tenido para con un estudiante de vuestras instituciones y un admirador del levantado carácter de vuestra nación.

Por haber abierto desde los tiempos coloniales las puertas de vuestro país como tierra de asilo, estableciendo así vuestra República sobre los sólidos fundamentos de la libertad de conciencia; por haber dado al mundo los principios de la Declaración de la Independencia, afirmando con la consolidación de la Unión y la abolición de la esclavitud que éste sería en lo adelante un continente consagrado á la libertad, habéis llegado á ocupar al primer puesto como factores poderosos de la civilización moderna. Intrépido con el fuerte, magnánimo con los débiles, profundamente convencido de que la justicia y el derecho son la piedra fundamental del estado y que la honradez es la medida del trato internacional; industrioso, inteligente, respetuoso de la ley, amante de la paz, vuestro

país bien puede enorgullecerse de lo que ha hecho, y nadie mejor que yo ha tenido la oportunidad de satisfacerse, por medio de una cuidadosa observación de los hombres y de las leyes, de vuestro firme adelanto y de vuestro progreso.

He visto á vuestro país en sus días alegres y en sus días de pesar. En la celebración del Centenario de vuestra Independencia, ví al gran maestro en el arte de la guerra abrir el gran certámen de las artes de la paz y revelar al mundo la doble grandeza de la nación que, en diez años, había transformado la espada y el fusil en instrumentos de la industria. Ví depositar el gran héroe muerto, en el corazón de vuestra gran metrópoli, en medio del duelo del país entero, y presencié su apoteósis celebrada por la voz de la nación en masa. Ví caer el Primer Magistrado de la nación, herido por mano asesina y observé que la república continuaba firme y serena bajo el imperio de la ley. Ni en sus alegrías ni en sus tristezas la nación se apartó por un momento de la confianza que le inspira su alto destino.

He visitado las diferentes regiones de vuestro gran país; conozco los hombres del Este, llenos de actividad; los generosos habitantes del Oeste, y el sureño caballeroso. He tenido la fortuna de conocer al estadista, al hombre de ciencia, al artista, al fabricante, al cultivador y al obrero. El ideal común á todos es el honor y la grandeza del país.

He cruzado los modestos senderos que conducen á los lugares sagrados—Mount Vernon, donde yace el padre; Hollywood, donde duerme Monroe; Oak Hill, donde reposa Blaine, y he escuchado las voces del viento al pasar por entre las ramas de los robles que dan sombra á sus tumbas y aprendido el secreto de vuestra grandeza. Ojalá que ella sirva de ejemplo inspirador á todo el continente. Yo aspiraba, antes de salir de vuestro país, á sentarme otra vez en una mesa en la cual todas las repúblicas americanas volvieran á establecer, sobre más sólidas bases, el convenio propuesto en el tratado no ratificado del 28 de abril de 1890, distribuyendo entre las partes contratantes las responsabilidades de la política de Monroe, como corresponde á su caracter de soberanos. Bienaventurado el día en que tenga lugar la reunión de semejante congreso, primer paso hácia el establecimiento de una dieta americana, alta corte de los asuntos internacionales de nuestro continente.

Donde quiera que me lleven los deberes contraidos con mi amada patria, puedo aseguraros que mi corazón y mis simpatías estarán siempre con vuestro noble pueblo y con el porta-estandarte de la América republicana, que dirija las avanzadas de la libertad humana contra los últimos atrincheramientos del pasado.

El Presidente contestó así:

Señor MINISTRO: Al recordar vuestros muchos años de representación eficaz y amistosa en esta Capital y teniendo en mientes las placenteras relaciones que habéis fomentado con los miembros de este Gobierno en el desempeño de vuestra honrosa misión, no puedo menos que lamentar que vuestro cambio para otro puesto termine las relaciones personales que tan agradablemente habéis mantenido con este Gobierno y con el pueblo de este país; debo al mismo tiempo,

sin embargo, felicitaros por la nueva prueba de confianza en vuestra habilidad y celo que os da vuestro Gobierno, al designaros para desempeñar otra misión importante.

Las elocuentes palabras que me habéis dirijido, me prueban que vuestra larga estadía en este país y las muchas oportunidades que habéis tenido para observar y tratar á nuestro pueblo, os han dado una percepción clara, tanto de los orígenes históricos y morales de nuestro sistema político é intelectual, cuanto de los altos fines que siempre han inspirado á nuestra república en sus relaciones con las otras comunidades de la tierra, ya sean nuestros vecinos ó nuestros amigos distantes; ora sean nuestros compañeros ó bien nuestros generosos rivales en el campo de la industria y del comercio; ya sean nuestros aliados por los lazos de la sangre y de formas constitucionales semejantes, ó que estemos divididos por diferencias de raza y de forma de Gobierno.

Por cerca de un cuarto de siglo habéis vivido entre nosotros, espectador de nuestro desarrollo interior y estudiante interesado de los grandes problemas sociales y políticos, que tan sériamente han ocupado á todas las naciones durante estos últimos años del siglo más brillante del mundo, y de los cuales los Estados Unidos, aún sin apartarse del sendero que á sí mismos se habían marcado no han estado exentos. Por doloroso que haya sido el trance, por difícil que fuera el problema del momento, habéis visto que se le ha hecho frente con la calma de razonamiento y la ruda fortaleza de nuestro pueblo, dando prueba adicional de la sabiduría de aquellos que fundaron la república sobre las bases inmutables de unión, justicia, autonomía y caridad para todas.

Os deseo, Señor Ministro, todo género de felicidad personal en la nueva esfera de vuestros útiles servicios. Que los recuerdos que os lleváis de los sentimientos de amistad y estimación que os habéis granjeado, sean iguales á los que váis á recojer en otro país.

Al deciros adios, os ruego seáis mensajero de las salutaciones sinceras y amistosas de este Gobierno y de este pueblo al del Brasil y sus ciudadanos y de su votos por que gocen por largo tiempo de los frutos de su adhesión á la causa de la autonomía del gobierno; que las bendiciones de paz, adelanto y abundancia caigan siempre sobre ellos. Os ruego hagáis presente al Presidente de la República mis cordiales deseos por su felicidad personal.

REPÚBLICA ARGENTINA.

PRINCIPALES ARTÍCULOS DE EXPORTACIÓN, Y PAÍSES DE SU DESTINO, EN EL AÑO DE 1897.

En el siguiente cuadro están contenidos los nombres de los diversos países que han importado los principales artículos de exportación de la Argentina, durante el año de 1897. El cuadro está tomado del la "Review of the River Plate," del 29 de enero

de 1898, que á su vez tomó los datos de la estadística oficial del Gobierno:

	Reino Unido.	Estados Unidos.	Francia.	Alemania.	Bélgica.	Italia.
Cueros de vaca, secos.....	9,515	1,209,929	91,285	289,051	210,080	482,82[illegible]
Cueros de vaca, salados...	28,476	.....	109,318	352,717	372,604	29,41[illegible]
Cueros de caballo, secos..	.....	.....	6,828	74,418	1,989	.....
Cueros de caballo, salados.	.....	.....	11,206	68,490	9,855	.....
Pieles de carnero, fardos..	11,190	1,040	48,075	3,539	1,934	4,9[illegible]
Pelo..... " ..	267	851	469	642	2,059	[illegible]
Sebo.....pipas..	5,837	.....	8,574	919	414	10,[illegible]
" .....barriles..	10,511	.....	4,011	2,570	1,580	[illegible]
" ..... bocoyes..	1,571	.....	11,205	1,375	750	3,[illegible]
Pieles de cabra ...fardos..	.....	2,590	1,006	.....	2	.....
Lana ..... " ..	19,462	49,675	188,110	97,977	80,202	18,546
Carneros helados.....	2,009,075	.....	57,358	.....	.....	.....
Trigo .....toneladas..	10,802	.....	811	1,233	14,308	25
Maiz ..... " ..	69,255	.....	44,712	8,271	51,772	16,202
Linaza..... " ..	51,852	.....	43,767	6,898	16,655	2,138
Harina ..... " ..	.....	.....	.....	.....	29	.....
Afrecho ..... " ..	289	.....	16,811	23,456	3,460	583
Moyuelo .....sacos..	5,626	.....	150,002	.....	.....	252
Semilla de ricino... " ..	23,258	.....	4,263	94,908	9,481	364
Semillas para pájaros, sacos	.....	31	1,127	.....	3,069	.....
Heno .....fardos..	1,512	.....	2,419	.....	2,061	639
Quebracho ....toneladas..	1,160	2,968	3,697	38,713	11,942	8,710
Tabacc .....tercios..	.....	.....	.....	3,815	46	.....
Mantequilla .....cajas..	15,402	.....	.....	.....	.....	.....
Azúcar.....toneladas..	22,058	5,099	.....	.....	.....	.....

	España.	Colonia del Cabo.	Brasil.	Pedidos.	Otros países.	Total.
Cueros de vaca secos	206,024	.....	.....	.....	2,000	2,500,704
Cueros de vaca, salados...	2,674	.....	.....	42,662	.....	937,864
Cueros de caballo, secos..	117	.....	.....	.....	.....	83,352
Cueros de caballo, salados.	.....	.....	.....	.....	.....	89,551
Pieles de carnero, fardos..	9	.....	.....	.....	.....	70,726
Pelo ..... " ..	.....	.....	.....	.....	.....	4,750
Sebo.... .....pipas.	3,779	.....	3,802	.....	.....	34,072
" ....barriles..	2,345	.....	5,441	.....	2,345	29,235
" ..... bocoyes..	3,487	.....	6,171	.....	289	28,365
Pieles de cabra....fardos..	7	.....	.....	.....	.....	3,605
Lana..... " ..	43	.....	.....	.....	.....	454,015
Carneros helados..... ..	.....	.....	.....	.....	.....	2,066,433
Trigo ....toneladas..	57	12	46,249	18,156	2,636	94,289
Maiz ..... " ..	3,172	9,994	101,068	58,735	11,258	374,439
Linaza..... " ..	14	.....	201	45,312	1,015	167,852
Harina ..... " ..	.....	.....	40,461	2	132	40,624
Afrecho ..... " ..	253	242	1,799	684	70	47,647
Moyuelo .....sacos..	.....	.....	.....	.....	50	155,930
Semilla de ricino . " ..	188	.....	.....	.....	.....	132,462
Semillas para pájaros, sacos	.....	.....	11,461	5,268	.....	20,956
Heno ....fardos..	.....	38,035	671,266	4,948	12,474	733,354
Quebracho ....toneladas..	.....	.....	.....	55,070	1,260	123,526
Tabaco ..... tercios..	.....	.....	.....	180	.....	4,041
Mantequilla .....cajas..	2	.....	462	.....	.....	15,866
Azúcar.....toneladas..	.....	97	.....	13,120	.....	40,374

BRASIL.

COMERCIO DE PERNAMBUCO EN 1897.

La Oficina de Relaciones Exteriores de la Gran Bretaña ha publicado recientemente el informe del Vicecónsul, Mr. WILLIAMS, sobre la industria y el comercio del distrito consular de Pernambuco durante el año de 1897.

Refiriéndose al proyecto del ex-Gobernador BARBOZA LIMA, de introducir y desenvolver el sistema de ingenios centrales, ó "Usines," el Cónsul, Mr. WILLIAMS, dice que á causa da la baja en los cambios y del desacertado manejo, aquella meritoria empresa no ha obtenido resultados satisfactorios. En Pernambuco, según referencias, el comercio en lencerías está, en su mayor parte, en manos de tres casas suizas, y el resto lo tienen los portugueses y varias casas del país. Del informe se deduce que hay en Pernambuco buen mercado para los lienzos americanos, pero para asegurar este mercado, será necesario hacer esfuerzos enérgicos. La perspectiva general del comercio de importación es muy favorable en la actualidad; se han hecho grandes pedidos á Europa por telégrafo, y dado el escaso surtido que existe, créese que esta demanda continuará por un período de tiempo indefinido.

Azúcar y algodón son los principales productos y artículos de exportación del estado de Pernambuco. La cosecha de 1896–97 fué la menor, á contar desde la de 1889–90; este descenso se atribuye principalmente al mal tiempo, tanto en cuanto á sequía como á inundaciones, que daña grandemente la caña y el algodón durante su período de crecimiento. La cosecha actual (1897–98) promete ser un poco mayor, pero no llegará al importe de la producción media. Los precios que se espera que obtengan estos productos, prometen dar por resultado el mejoramiento de las condiciones económicas. La mayor parte del algodón y del azúcar se consumirá en el país: la exportación de estos artículos ha venido disminuyendo cada año.

La nueva ley de cabotaje que restrinje el tráfico á los buques brasileños, la cual empezó á regir el 5 de diciembre de 1896 y que infundió serios temores de que la marina mercante brasileña no resultara adecuada á las exigencias del tráfico, ha alcanzado éxito práctico.

Se han establecido numerosas fábricas en el estado, las cuales están trabajando satisfactoriamente; hay entre ellas una fábrica de pólvora y una de yute. También hay telares de algodón y fábricas de jabón y de fósforos, que están protegidos por una alta tarifa y se encuentran en condiciones prósperas. Abundan los peones, y el precio de los salarios es barato; las horas de trabajo son excesivamente largas y en algunos de los telares de algodón se trabaja catorce horas. En los distritos agrícolas un peón ordinario gana unos treinta centavos por día y trabaja desde la salida hasta la puesta del sol.

Pernambuco tiene comunicación cablegráfica, además de una línea telegráfica que se extiende á lo largo de la costa y la cual es propiedad del Gobierno. Las tres compañías inglesas del cable son: la "Brazilian Submarine Telegraph Company," de Pernambuco á Europa, vía San Vicente (Cabo Verde) y Madera; la "South American Cable Company," de Pernambuco á Europa, vía Fernando da Noronha y Senegal, en la costa occidental de Africa; y la "Western and Brazilian Telegraph Company," en la costa del Brasil, entre Pará y Santos

La cosecha de algodón en el distrito de Penedo, en 1897, fué de 21,000 pacas, cantidad ésta que acusa un aumento de 5,000 pacas sobre la producción del año precedente: los precios fluctuaron entre $1,90 y $2.30 por cada quince kilos. La cosecha de maíz es abundante: asciende á 54,000 sacos, un aumento de 32,000 sacos sobre la del año pasado. La zafra de azúcar es casi nada, y tal vez llegue sólo á unos 10,000 sacos, pues una gran inundación ha destruido la caña en su período de crecimiento. El comercio en pieles de cabra y de carnero sufrió un gran descenso: la cantidad que se recibiá en Penedo, que hace dos años ascendía á 150,000 pieles mensuales, ha quedado reducida á unas 15,000 mensuales. El importe de cueros salados secos se calcula en 70,000 anuales.

Según informes de Ceará, está tomando incremento el cultivo de "maniçoba," y se espera que dentro de cuatro años habrá un millón de árboles en perfecto estado de crecimiento. La maniçoba es una especie de euforbiácea cuya savia contiene goma elástica. Ésta se parece tanto á la del Pará que en los mercados europeos se vende bajo el nombre de "goma elástica del Brasil," sin

hacer distinción alguna respecto al estado del cual se exporta. La "maniçoba" abunda en el estado de Ceará, especialmente en los distritos de Ceará, Botavite é Itapipoca. Su precio fluctúa entre 58 centavos y $1 por kilo. El procedimiento de extracción de esta goma es poco más ó menos el mismo que se sigue en los estados de Pará y Amazonas.

Según informes de Parahyba do Norte, la cosecha de algodón de aquel distrito excede en gran cantidad á la de 1896, mientras que la producción de azúcar acusa una disminución. La mayor parte del azúcar que se produce en Parahyba se exporta á Rio y á los puertos del sur; el resto se vende en los Estados Unidos.

El Vicecónsul, Mr. BOLSHAW, comunica de Río Grande do Norte que el año ha sido muy favorable para el algodón, el azúcar y la goma elástica. El algodón se vende casi en su totalidad en los puertos del sur de Brasil, para su uso en las fábricas, mientras que la goma elástica, cueros y pieles se embarcan para los Estados Unidos; la mayor parte del azúcar que se produce se vende también en aquel mercado.

ADVERTENCIA Á LOS EXPORTADORES.

Con el fin de proteger la salud pública, el Gobierno ha dispuesto que todos los vinos así como la manteca y otras sustancias alimenticias que se importen en el país, sean sometidos á un análisis oficial antes de entregarlos para el consumo. La ley que regula este análisis es como sigue:

Los vinos, la manteca y toda sustancia alimenticia que el Laboratorio Nacional rechace, no podrán ser despachados, y sus dueños ó consignatarios estarán obligados á reexportarlos dentro del término que fije el inspector de aduanas; y en caso de que no lo hagan así, los artículos serán destruidos y se impondrá una multa de mil milreis á los importadores consignatarios, de acuerdo con el artículo 15 de la ley nº 489 de 15 de diciembre de 1897.

Serán considerados como nocivos á la salud pública y, en consecuencia, rechazados los siguientes articulos: vinos y sustancias alimenticias que contengan ácido bórico ó salicílico, alcohol de mala calidad, ácidos minerales, tales como sulfúrico, sulfuroso, nítrico, é hidroclórico, sulfitos, alumbre, fluosilicatos, fluoruros, sustancias alcalinas, sacarina, sales de estronciana, plomo, zinc, estaño, arsénico, antimonio, sulfato de potasa en cantidad mayor de dos gramos por litro de vino, con excepción de los vinos de graduación alcohólica mayor de 20°, los cuales podrán contener hasta cuatro gramos de sulfato de potasa por litro; los sustitutos del lúpulo en la cerveza, como ajenjo, casia, cólchico, picrotoxina,

coloquíntida, nuez vómica, ácido pírico, áloes, así como esencias preparadas con éteres grasos, materias colorantes extraidas del carbón y combinadas con plomo, mercurio, cobre, arsénico, antimonio, bario, ó cualquiera otra sustancia reconocida, ó que se reconozca en lo futuro por la ciencia como perjudicial á la salud.

Y en todo caso la importación de vino reconocido como artificial queda prohibida, aunque éste no contenga sustancias nocivas á la salud; y la primera parte de esta disposición será aplicable cuando dentro del término fijado por el inspector, no se haga la reexportación de tales vinos por la parte interesada.

Debe advertirse además que los artículos arriba mencionados, no podrán someterse á análisis en puertos situados en otros estados y á gran distancia de la capital. Según las disposiciones del siguiente decreto de fecha 11 de octubre de 1897, todavía vigente, se deberá enviar muestras á Río, aun en el caso de que las marcas sean bien conocidas en el comercio internacional, si es que no lo son en los mercados locales. De esta suerte es posible que ocurran grandes demoras en la entegra de los géneros.

En vista de que la mayor parte de los estados no están provistos de laboratorios para el análisis de las sustancias comprendidas en el artículo 40 de la ley nº 428, de 10 de diciembre de 1896, y de que se han presentado innumerables reclamaciones acerca de los análisis hechos en algunas de estas instituciones, cada vez que se importe un artículo desconocido en el mercado local, respecto de cuya pureza no haya decidido todavía el Laboratorio Nacional, deberá remitirse oficialmente á este departamento una muestra para examen, y deberá procederse de modo semejante siempre que un artículo importado sea denunciado como nocivo á la salud pública ó se sospeche que lo es.

Fuera de estos casos, el Departamento de cada estado debe guiarse por los análisis del Laboratorio Nacional publicados en el "Boletino da Alfandega do Rio de Janeiro" y en el Diario Oficial Circular no. 16 de 11 de marzo último.

EL MINISTRO BRASIL.

El Señor Don Joaquin Francisco de Asis Brasil, nombrado últimamente Enviado Extraordinario y Ministro Plenipotenciario del Brasil en los Estados Unidos, ha sido formalmente recibido por el Presidente McKinley como sucesor del Ministro Sr. de Mendonça, que ha sido enviado á Lisboa. El Señor Brasil ha estado por muchos años empleado en el servicio diplomático de su país, habiendo sido el último cargo el tan honorífico como delicado de Ministro en Lisboa.

COSTA RICA.

SUS CONDICIONES FISCALES, DE INSTRUCCIÓN É INDUSTRIALES.

El 1° del corriente, conforme á la ley, se reunió el Congreso Nacional en sesiones ordinarias. El Presidente de la República envió aquel día el Mensaje acostumbrado y en ese documento hace una ligera reseña del movimiento general del país durante el año económico que terminó el 30 de abril, y que es al mismo tiempo el término del período constitucional principiado en 1894.

El Mensaje se refiere primeramente á las recientes dificultades con Nicaragua, y hace notar el fervor patriótico, el espíritu de unión y el entusiasmo con que el país entero rodeó al Gobierno, y se preparó á la defensa. Alude luego á las negociaciones de paz terminadas por un tratado de arbitraje firmado á bordo del vapor de guerra de los Estados Unidos *Alert*, y concluye á este respecto del modo siguiente: "Con este motivo, me complazco en cumplir un sagrado deber, el deber de consignar aquí, en nombre del pueblo y del Gobierno de Costa Rica, un voto de especial reconocimiento á los ilustrados Gobiernos de Guatemala y de los Estados Unidos de América por sus buenos oficios en favor de la paz, lo mismo que á sus dignos representantes, señores MERRY y LAINFIESTA, encargados de tan importante y trascendental misión, en la cual cupo en suerte al señor LAINFIESTA colaboración activa y eficaz cooperación."

Los signientes sur otros puntos de interes en el mensaje:

Con excepción del incidente relacionado, la situación normal de la República, su marcha progresiva y los hábitos de órden y de amor á la paz y al trabajo, característicos del pueblo costarricense, no han sufrido ni la menor alteración.

Las relaciones de amistad que Costa Rica cultiva esmeradamente con las naciones de América y Europa, son cada día más estrechas y cordiales, sin que exista pendiente con ninguna de ellas asunto alguno que pudiera alterarlas ó por lo menos debilitarlas. Para llegar á este resultado, de que el país deriva, no obstante su pequeñez, bien marcadas muestras de aprecio y consideración de parte de naciones poderosas por su grandeza y cultura, el Gobierno no ha omitido esfuerzo alguno, dentro de los

límites del decoro, ni ha sido omiso en el cumplimiento de los deberes que las leyes internacionales y la cortesía le imponen.

El estado de la instrucción pública es floreciente. Sin dejar de atender, como es debido, la instrucción profesional y secundaria, el Gobierno ha dado preferente atención á la enseñanza primaria, como que ésta es obligación ineludible del estado y necesidad perentoria del pueblo.

Nada de que con más honroso título pueda enorgullecerse el amor propio costarricense, como del estado de la enseñanza popular, del entusiasmo con que se la acoge y promueve y de la eficaz protección que recibe de parte del Gobierno.

Para hacer notar el desarrollo de la enseñanza durante la administración, bastará indicar que el número de las escuelas en 1893 era de 280, y en 1898 es de 388; que la asistencia en aquel año era por término medio de 17,517, y es hoy de 23,134 alumnos. El número de edificios escolares en 1893 era de 167, y en 1898 es de 259, habiéndose aumentado el número de maestros con 332 durante igual período. Las juntas de educación poseen 259 edificios escolares, tienen en construcción 31, y en proyecto 78. El valor de la propiedad escolar, adquirida en su mayor parte con los recursos directos del pueblo y con liberales auxilios del Gobierno en el mismo período pasa con mucho de un millón de pesos. Esta simple comparación es testimonio elocuente de la devoción del Gobierno á la enseñanza, considerándola como uno de los más preciados bienes que deben otorgarse á los pueblos.

Después de atender al mantenimiento del órden público y de la tranquilidad social, después de cimentar en sólidos principios la educación moral é intelectual de los pueblos, nada de más povecho para los mismos como dedicar las atenciones del Estado, sus más enérgicos empeños, al desarrollo de los intereses económicos, toda vez que ellos constituyen elementos indispensables para la prosperidad y bienestar de las naciones. Llevar á la práctica esta doctrina por los medios que aconseja la experiencia, sin perder de vista las peculiares condiciones del país, así en los factores de la producción como en los agentes del cambio internacional, tarea ha sido ésta emprendida por el Gobierno con fe inquebrantable, con resolución sin vacilaciones, con la entereza que se funda en el íntimo convencimiento del bien que se realiza.

Son base indispensable para llevar á buen término este propósito, la buena organización de la hacienda pública, la honrada administración de las rentas que la forman y la conveniente inversión de las mismas. Con ella cuenta el Gobierno, y mediante tan poderoso concurso ha podido hacer frente á fuertes compromisos pecuniarios contraídos por anteriores administraciones, y emprender obras de suma conveniencia para el incremento de la riqueza y para el engrandecimiento del país.

Las rentas públicas produjeron durante el año económico de 1897 á 1898, la suma de $8,424,104. Esta cantidad supera al monto de las rentas en el año anterior, en $936,935, y excede á la suma presupuesta en $320,172. Los gastos ascienden á $8,315,455, lo cual, como se ve, deja un sobrante de $108,650.

Firme el Gobierno en el propósito de que el establecimiento del sistema monetario basado en el oro tenga el éxito deseado, tiene depositado $1,000,000 en oro y se propone dictar disposiciones que aseguren la circulación de ese metal antes del tiempo previsto cuando se decretó la reforma monetaria.

Bien conocido es el importantísimo papel que el crédito desempeña en el desenvolvimiento económico de un país. El del Gobierno, así en el interior de la República como en el exterior, goza de plena confianza por el fiel cumplimiento de los compromisos adquiridos, principalmente el del servicio de la deuda extranjera, atendido con la mayor religiosidad.

Entre las obras públicas, por la vital importancia que para el país reviste, figura en primer término la construcción del ferrocarril al Pacífico. De 1,000 á 1,200 hombres se ocupan en los trabajos; éstos se ejecutan con la mayor actividad; están listas las primeras 15 millas para tender rieles y según informes de la empresa constructora, en todo el mes de julio ó agosto, la línea estará terminada hasta el Río Grande, comprendiendo todo un trayecto de 25 millas. El contratista espera tener concluído el ferrocarril hasta Tivives, en estado de explotación, el año entrante. Este ferrocarril completa la vía interoceánica entre Limón, en el Atlántico, y Tivives en el Pacífico.

En el puerto de Tivives, situado en el golfo de Nicoya, no distante de Puntarenas, se construirán varias obras que lo mejorarán, y con este objeto el Gobierno está en negociaciones con una

respetable casa francesa que ha hecho ya los estudios correspondientes del lugar.

Muchas otras obras de utilidad pública han sido emprendidas y se trabaja para terminarlas; entre ellas, la Escuela Nacional de Corrección, varios caminos carreteros, el saneamiento, ampliación por medio de un malecón, y otras mejoras del puerto de Limón.

El Presidente elogia la conducta del ejército que marchó á la frontera con motivo de las dificultades antes mencionadas, y concluye el Mensaje con estas palabras:

"Arreglada la paz en condiciones honrosas, el ejército, enemigo por temperamento y por tradicionales costumbres de aventuras militares, recuerda el hogar querido y vuelve á él para entregarse de nuevo á los tranquilos goces de la familia y á las faenas remuneradoras del trabajo."

INAUGURACION DEL PRESIDENTE IGLESIAS EN EL SEGÚNDO PERÍODO.

El nuevo período presidencial fué inaugurado el 8 del corriente, según ley y costumbre; el Presidente IGLESIAS, reelecto para este nuevo período, confirma en su discurso de inauguración, el programa de su progresista primera administración, el cual cierra con el significativo párrafo siguiente:

Al terminar mi primer período de Gobierno, séame permitido consignar en el presente Mensaje, como expresión sincera del sentimiento público, que estoy seguro de interpretar fielmente, la gratitud de que la nación se encuentra poseída hacia todas las colonias extranjeras residentes en el país, por su espontáneo y generoso concurso para hacer frente á las calamidades que había de originar el estado de guerra en que hace poco se encontraba la República. Esa actitud, tan noble como simpática, la considera Costa Rica como una correspondencia al cariño que ella profesa y guarda á las colonias extranjeras, por su honorabilidad y por su eficaz contingente en la obra de nuestro progreso.

ECUADOR.

CONSTRUCCIÓN DE UNA ADUANA EN GUAYAQUIL.

Por orden del Ministro de Obras Públicas se saca á pública subasta la construcción de un edificio para la aduana de Guayaquil. Los planos y todos los informes relativos á los mismos y á la manera como ha de construirse el edificio pódrán obtenerse por los

ıteresados, en la oficina del Secretario de la Provincia, en la Casa e Gobierno.

La ley de aduanas dispone que el 4 por ciento del recargo sobre los derechos : importación, se aplique á sufragar los gastos de construcción de dicho edificio. : calcula que el importe del recargo será por término medio de 150,000 sucres año, y se ha dispuesto que la cantidad á que ascienda el 4 por ciento empiece depositarse desde el 1° de enero del presente año.

La persona ó asociación que obtenga el contrato deberá pagar al gobierno, ıtes de firmar aquel, 6,000 sucres como precio de los planos para el edificio. odas las proposiciones se recibirán en la Secretaría de la Provincia y en los ınsulados del Ecuador en Nueva York, Paris, Liverpool, Bruselas y Hamburgo, ısta el 31 de agosto de 1898.

NOTAS INDUSTRIALES.

Según noticias recibidas, las provincias de Los Ríos y Guayas roducirán este año una excelente cosecha de cacao que es el prin- pal producto de aquella región. Dícese que la situación eco- ómica de la República es satisfactoria, y bajo la influencia del ıstado de paz imperante en el país y del régimen liberal del 'residente ALFARO, el prospecto general es de lo más alentador.

Se ha celebrado un contrato con los Señores DRAKE, STRATTON : Co., para la construcción de un ferrocarril desde la costa á Quito, Mr. HARMAN ha ido á Londres á completar los arreglos para el ɔmienzo de los trabajos.

HAITÍ.

ECOMENDACIONES DEL MINISTRO, MR. POWELL, PARA EL AUMENTO DEL COMERCIO CON LOS ESTADOS UNIDOS.

El "Manufacturer," de Filadelfia, publica, en su número del 7 e mayo, un extenso artículo de Mr. WILLIAM F. POWELL, Minis- ·o de los Estados Unidos en Haití, en el cual se señaıan los bstáculos que hoy se oponen al desarrollo del comercio entre los os países, y se hacen algunas indicaciones prácticas con el objeto e remediar aquellas dificultades. El Ministro dice en resúmen ɔ que sique:

"Los fabricantes deberían enviar agentes que sepan el francés, ara que puedan estudiar los gustos de la población, sus colores ıvoritos y sus preferencias en general, y mejorar así el comercio,

fabricando los géneros que el público desea. La falta de estos procedimientos, aunque ello parezca de poca importancia, impide la venta de las manufacturas americanas, especialmente de las manufacturas textiles. Es también importante que se ofrezca á los compradores los géneros en el tamaño que deseen, pues nuestros fabricantes tienen ciertas ideas arbitrarias á este respecto, que el comprador debe aceptar, ó de lo contrario no comprar los géneros. Debe tenerse gran cuidado en el empaque de las mercancías, de modo que lleguen al mercado de su destino en buenas condiciones y puedan por tanto venderse con más facilidad.

La patata que se cultiva en Haití es de inferior calidad y por muchos años ha sido la patata americana la única que se ha vendido en el país. En repetidas ocasiones se ha pedido á los cargadores americanos que envíen estas patatas en pequeños envases, pues las embarcaban en barriles ó sacos; pero no se prestó atención alguna á esta solicitud y los comerciantes de Francia, sabedores de esto, embarcaron sus patatas en cajas, por vía de ensayo, el cual dió resultado, y las patatas francesas, así dispuestas, encuentran hoy fácil mercado, con perjuicio de las patatas americanas. Lo mismo puede decirse de la mantequilla que se importa de Dinamarca en cubos de una y dos libras, que se venden fácilmente; y la mantequilla americana, que es superior en muchos respectos, no se vende porque viene envasada de manera inapropiada para el consumo.

Los medios de comunicación entre la costa y el interior son muy deficientes; los caminos son malos y montañosos, y la bestia que se usa para el trasporte es el burro, de modo que se hace necesario el embalaje en pequeños bultos. Si se obviaran estas dificultades, las mercancías americanas predominarían pronto en el mercado. La comunicación entre los varios puertos de la República se lleva á cabo por mar, ya sea en buques de vapor ó de vela, y el tráfico interior tiene lugar en bestias de carga. Hay allí grandes oportunidades para la construcción de ferrocarriles por americanos emprendedores de capital y energía. El clima es inmejorable, y aun en la estación de las lluvias las mañanas son claras y no llueve jamás sino por lo tarde ó por la noche.

La agricultura es la principal industria del país, y entre los principales productos, sobresalen el café, el palo de Campeche y el

acao. El cultivo de frutas podría hacerse un negocio provechoso: n la actualidad se dedica muy poca atención al cultivo de naran-ıs, plátanos, cacao, limón, lima y coco. No hay más que un stablecimiento manufacturero en la isla, el cual es propiedad de n americano emprendedor que ha concebido y está llevando á abo proyectos en cuya realización serán utilizadas valiosas made-ıs del país. La República cuenta con maravillosas fuentes de iqueza, inexplotadas todavía; su suelo es prolífico y sus minas de arbón, zinc, cobre y sal yacen en espera de capital americano.

El elemento comercial es partidario de un tratado de recipro-idad con los Estados Unidos, pero esto es imposible para este Gobierno, pues los derechos de importación constituyen la mayor arte de sus ingresos, y no se impone contribución sobre bienes ınmuebles. Los derechos de importación serán aumentados pronto n 25 por ciento, y el importe de este aumento constituirá un ondo de reserva en caso de que se lleve á cabo un empréstito. Este empréstito se destinará á la recogida del papel moneda y á stablecer en el país la circulación monetaria sobre la base de oro. Después que se haya llevado á cabo la recogida del papel moneda, odos los contratos públicos del Gobierno y contratos privados de os comerciantes se celebrarán sobre la base del "dollar" americano, ue será en lo futuro la medida del valor y el único medio de ambio.

La exportación de Haití en los tres meses trascurridos de ctubre 1° de 1896 á enero 1° de 1897, es como sigue, según el Banque Nationale d'Haiti:

Puertos Haitianos.	Café.	Cacao.	Palo campeche.
	Libras.	*Libras.*	*Libras.*
'ort au Prince	5, 224, 331	124, 283	500, 000
'ap Haitien	6, 522, 134	63, 053	2, 448, 600
aint Marc	322, 728	.....	3, 855, 000
onaives	3, 189, 409	5, 767	7, 409, 450
'ort de Paix	426, 598	3, 461	3, 844, 000
'etit Goave	2, 494, 558	.....	.....
Iiragoane	494, 499	.....	1, 643, 450
eremie	2, 115, 822	554, 722	290, 000
quin	855, 661	.....	756, 000
ux Cayes	4, 701, 550	.....	1, 046, 000
acmel	6, 989, 903	.....	110, 000
Totales	33, 337, 243	751, 286	21, 902, 500

Además, durante este período Haití exportó de sus varios puertos 47,639 libras de algodón, 3,975 pies de caoba, 42,637 libras de cueros de las cuales 25,491 libras se exportaron por el puerto de Port au Prince; 10,910 libras de guayacán, 2,960 libras de cobre, 5,583,400 libras de raíz de palo de Campeche, de las cuales 5,553,400 libras se exportaron de Port au Prince; 9,355 libras y sesenta paquetes de piel de cabra, que fueron exportados de Cap Haitien casi en su totalidad; 10,870 libras de cáscara de naranja, 2,660 libras de palo de guayacán, 210 galones de miel de abeja, 321 galones de ron y 1,259 libras de cera. *El* café es el principal artículo de exportación.

Basando nuestros cálculos en la exportación de los cuatro primeros meses de la cosecha, resulta que la cosecha de 1896–97 fué de 67,000,000 de libras; pero como la recolección empezó tarde y la cosecha parecía ser muy abundante, se calcula que excedió de 70,000,000 de libras. El total de la exportación de café en años recientes fué como sigue:

1895–96	47,643,451
1894–95	75,371,865
1893–94	58,426,100
1892–93	70,829,779
1891–92	67,831,893
1890–91	56,692,039
1889–90	78,213,445

NICARAGUA.

LEY SOBRE EXPLOSIVOS.

Las siguientes disposiciones referentes á explosivos en Nicaragua serán de interés general en relación á la cuestión palpitante del canal, y de interés particular para los que se proponen explotar la industria minera del país.

Según la sección 5ª, ningún particular puede tener en su poder mas de 2 libras de pólvora, 5 libras de plomo, 500 cápsulas y 200 cartuchos, aun cuando guarde estos artículos en diferentes lugares; pero los propietarios de dos ó mas plantaciones ó empresas pueden guardar en cada una de ellas las cantidades arriba especificadas.

Según la sección 6ª, los que infrinjan la anterior disposición y los comerciantes que no cumplan con las órdenes dadas en la sección 2ª de la ley, serán perseguidos y castigados como contrabandistas.

Según la sección 7ª, los mineros ú otros industriales que hayan de conservar para sus trabajos más pólvora de la que se permite por el párrafo 6º, deben obtener autorización especial del Ministerio de Hacienda, la cual será concedida ó negada según los méritos de la información en cada caso.

CONTRATO CON LA "PACIFIC MAIL STEAMSHIP COMPANY."

El Cónsul inglés en Granada comunica á la Oficina de Relaciones Exteriores de la Gran Bretána, con fecha 25 de marzo, que el Gobierno de Nicaragua ha renovado el contrato con la Compañía de Vapores "Pacific Mail Steamship Company," para el servicio de correos, flete y pasajeros con los puertos de Corinto y San Juan del Sur. Por virtud de este arreglo, los referidos puertos se comunicarán directamente con Nueva York tres veces al mes, en lugar de dos, como hasta ahora.

URUGUAY.

EXPORTACIÓN DE CEREALES.

El Cónsul de los Estados Unidos, Mr. SWALM, informa al Departamento de Estado de la exportación de trigo, harina y maíz del Uruguay, en los años siguientes:

Año.	Trigo.	Harina.	Maíz.
1893	$169,377	$433,027	$23,277
1894	1,382,808	964,372	882,808
1895	2,077,761	681,744	797,761
1896	161,112	733,282	866,869
1897	392,637	612,356	34,565

Además de estas cantidades, se exportaron durante los mismos años productos del trigo por valor de $300,000. Dice el Cónsul, Mr. SWALM, que en circunstancias normales, Uruguay puede ser considerada como nación competidora con los Estados Unidos, respecto de los productos arriba mencionados, en los mercados del Brasil y aun de Europa. Cada año se dedican nuevas tierras al cultivo de estos productos. Según el Cónsul la exportación total de cereales durante los cuatro años que comenzaron en 1894,

fué de $10,902,823, mientras que en los cuatro años precedentes fué de $2,246,855, acusando una diferencia en favor del primer período mencionado de $8,655,968.

DEMANDA DE PIZARRAS PARA TECHOS.

El Cónsul, Mr. SWALM, también comunica la siguiente información sobre el aumento en la demanda de pizarra para techos, en el Uruguay, pues los arquitectos modernos han encontrado que pueden construir con este material, techos más baratos y mejores. Las pizarras que se usan son las de menor tamaño, 9 x 13 pulgadas. Cuesta $20 el mil, pero á esta cantidad hay que agregar los derechos de $11.55 por mil. Las pizarras redondas se valúan $21.80 el mil, pero los derechos son los mismos. El precio al por menor, como se usa en los presupuestos de los carpinteros, es de $34 á $36 el mil, además de lo que se cobra por su colocación. No se usa ninguna de las pizarras de tamaño de 10 x 20 ó 12 x 12, pues las de tamaño menor dán resultado satisfactorio. Los valores que aquí se dán están representados en pesos uruguayos (1 peso es igual á $1.0352 en moneda de los Estados Unidos).

Las pizarras que vienen de Inglaterra pagan un flete á bordo de lanchas de $3.50 por tonelada, con las averías ordinarias por cuenta del dueño. La demanda de pizarras aumentará, pero las casas americanas que quieran vender en este mercado deberán establecer un almacén y conservarlo bien surtido de aquel artículo, incluyendo los efectos de ferretería necesarios. La pizarra americana de mejor calidad puede encontrar aquí un mercado que será reducido al principio, es verdad, pero que se ensanchará con el tiempo, pues la pizarra es el material para techo que se usará en lo futuro. Pero no debe olvidarse que el surtido debe ser abundante siempre, de modo que en todo caso pueda atenderse debidamente á los pedidos. La no observancia de este método ha sido ruinosa en muchos otros ramos del comercio, no sólo para los intereses americanos, sino también para los ingleses, que persistieron en querer saber más que los residentes acerca de las costumbres comerciales del país, y prefirieron la simple exhibición de muestras que todavía permanecen expuestas. Los italianos y los alemanes se han aprovechado do los consejos dados en informes consulares, y han obtenidos provechosos resultados.

CULTIVO DEL ALGODÓN EN LA AMÉRICA DEL SUR.

Un representante de la conocida firma de GRACE & Co., de Nueva York, la que tiene importantes y crecientes intereses en la costa occidental de la América del Sur, ha regresado recientemente á los Estados Unidos y comunica que los agricultores de Chile y el Perú están dedicando atención especial al cultivo del algodón. En relación con este progreso agrícola, existe el propósito evidente de fomentar importantes intereses manufactureros.

El Gobierno de Chile ha dado el primer paso en este sentido, suprimiendo hasta el año 1902 los derechos sobre toda clase de maquinaria para la fabricación de tejidos, como se ha mencionado ya en un número anterior del BOLETIN MENSUAL. Consecuente á esta exención de derechos, una gran cantidad de maquinaria americana, propia para aquel trabajo, ha sido embarcada para Chile. Para alentar el cultivo y manufactura de algodón, así como otras industrias, se ha abierto recientemente en Lima una exposición permanente para la exhibición de toda clase de maquinaria, y según noticias recibidas, los fabricantes de los Estados Unidos, de la Gran Bretaña, y del continente europeo, se están aprovechando de esta oportunidad para vender su maquinaria.

La próxima terminación del ferrocarril transiberiano y el desarrollo de los remotos países orientales, inaugurarán en breve una nueva era para el comercio y la industria en aquella parte del mundo; y no es improbable que el impulso dado al cultivo y á las manufacturas de algodón en la América del Sur se deba á los halagüeños prospectos de este comercio oriental.

COMERCIO DE HARINA CON SUD AMÉRICA.

En la reunión de la Liga de Molineros (Millers' League) que tuvo lugar recientemente en Indianapolis, se discutió largamente la cuestión de conservar y extender el comercio de harina de los Estados Unidos con México, Centro y Sud América.

La discusión versó en lo general sobre que los fabricantes de harina, al igual que otros fabricantes de los Estados Unidos, debían

dirgir sus esfuerzos á la consecución de nuevos mercados. Muchos de los grandes molineros ya han establecido con los países latino-americanos relaciones comerciales, las cuales en su mayor parte han resultado ser muy satisfactorias, y los pagos, aunque verificados con lentitud, han sido seguros. La gran dificultad para lograr mayor desarrollo en este ramo se debe á la falta de facilidades bancarias americanas en aquellos países. Se dijo allí que un molinero de San Luis había logrado desarrollar un gran comercio con Centro y Sud América, y se indicó cuán provechoso sería formar una combinación de molineros que trabajasen de común acuerdo, pues ella podría conseguir con los bancos arreglos que á un hombre solo no le sería dable obtener.

Uno de los que llevó la palabra se expresó en estos términos: "Mi casa ha hecho algunos negocios con Costa Rica y Yucatán directamente; el gran tropiezo en el negocio consiste en la dificultad de hacer los cobros, á causa de la falta de facilidades bancarias á propósito. Los comerciantes son honrados, pero muy remisos para pagar, y después de haber esperado largo tiempo para hacerlo, probablemente envían un giro á sesenta dias contra alguna casa de Nueva York."

Este informe expresa las ideas de la mayor parte de los comerciantes de los Estados Unidos, que han tratado de establecer relaciones de comercio estables y seguras con los países que quedan al sur; el obstáculo principal con que han tropezado desde el principio, tanto los comerciantes como los fabricantes, es la dificultad de conseguir facilidades bancarias á propósito. Además de esto, lo escaso de las comunicaciónes por vapor, es asunto que salta á la vista.

LA FIBRA DEL RAMIÉ.

EXPERIMENTOS HECHOS EN LIMOGES, FRANCIA.

Mr. Thomas Barraclough, de Londres, leyó hace poco un trabajo, en el Institute Imperial, sobre el cultivo del ramié y sus manufacturas. El trabajo fué preparado y leido bajo los auspicios de la "Sociedad de Artes," y se ha publicado textualmente en el periódico de la misma.

Resulta que, accediendo á la invitación de Mr. BARRACLOUGH, se reunieron en Limoges, Francia, el 27 de julio de 1897, varios caballeros interesados en el cultivo, preparación, y manufacturas del ramié, con el propósito de inspeccionar los trabajos experimentales de la máquina descortezadora "Faure." El ramié que se usó en este experimento fué cultivado en la finca de Mr. FAURE, en las cercanías de Limoges, y el experimento tuvo por principal objeto determinar si el trabajo de la descortezadora era tan satisfactorio como la decortezación á la mano que se practica en China.

Después de una extensa discusión sobre los varios puntos que se presentaron, se tomó por unanimidad el siguiente acuerdo, que firmaron todos los presentes:

LIMOGES, *julio 27 de 1897.*

Los que subscriben, presentes á los experimentos hechos por Mr. FAURE con su nueva máquina de descortezar ramié, tienen el placer de declarar que han quedado completamente satisfechos de los resultados obtenidos. Su opinión es que la decorticación de ramié hecha por medio de la máquina "Faure" es igual á la que se hace á mano, y expresan su opinión de que el problema de la decorticación mecánica del ramié ha quedado resuelto de modo absolutamente satisfactorio.

Uno de los caballeros presentes, Mr. BLUNTSCHLI, administrador de un sindicado que tiene grandes plantaciones de ramié en Sumatra, manifestó que él había empleado la máquina descortezadora de Faure con éxito completo, y que estaba convencido de que la fibra por aquella obtenida era igual á la que se obtiene por medio de la decorticación á mano en los países orientales.

El BOLETÍN MENSUAL ha llamado la atención, de cuando en cuando, no sólo hácia los variados usos á que puede aplicarse esta valiosa fibra, sino también hacia la adaptabilidad de los países de la América del Sur, América Central, México y parte de los Estados Unidos, al cultivo de aquella planta. También se ha hecho referencia al hecho de que la gran dificultad de descortezar y desgomar la fibra ha sido vencida por medio de varias invenciones mecánicas. Parece que lo único que queda por conseguir en el desarrollo de esta importante industria, es la asociación de productores y fabricantes en mayor escala.

túneles habrán de ser revestidos con una capa de argamasa de suficiente espes
para que pueda resistir la presión de la tierra, sirviendo al mismo tiempo
sustancia impermeable; la ventilación tendrá lugar por medio de aberturas
la vía ó en las aceras. Los trabajos habrán de empezar dentro de nueve me
después de la aprobación de los planos, y el camino deberá estar listo para
servicio público dentro de los tres años subsiguientes. El máximum del pre
del pasaje no deberá exceder de quince centavos, ni deberá exceder de cin
centavos el precio de conducción de cada paquete. El seis por ciento del to
de ingresos corresponderá al municipio. Las dos líneas, con la planta y mater
rodante, pasarán a ser propiedad del municipio, libres de toda carga ó co
pensación, trascurrido que sea el término de noventa y nueve años.

Importación de Instrumentos de Agricultura.

El Vicecónsul británico en Rosario dice que durante el período de las buenas cosechas de 1889 á 1894, encontraron fácil salida en los mercados del país 135,000 toneladas de alambre de cercas, 100,000 arados, 680,000 rejas de arado, 2,262 sembradoras, 27,6 segadoras (incluyendo descabezadoras y agavilladoras), 2,600 trilladoras y 7,0 aventadoras para granos, además de muchas toneladas de instrumentos de agricultura de menor importancia. Desde la crisis y quebranto de las cosechas, la demanda ha decrecido considerablemente. Dice el Vicecónsul que la Gran Bretaña ocupa el primer lugar, y los Estados Unidos el segundo, en la importación de esta clase de máquinas en la Argentina.

Cultivo de Arroz en Tucumán.

En Tucumán, la provincia azucarera de la Argentina, muchos agricultores se han dedicado al cultivo del arroz, para el cual son favorables el clima y el suelo de aquella provincia. De 1895 á 1896 la tierra plantada de arroz aumentó de 100 á 264 hectáreas. Ésta es una área muy pequeña, pero la ganancia es significativa. En terrenos de regadío, la producción es de 2,500 kilos por hectárea, y de 1,500 en terrenos secos. El cultivo de este grano ha aumentado por razón de la crisis en la industria azucarera.

BRASIL.

e Mineral de ;aneso.

En los cuatro últimos años, el mineral de manganeso del Brasil ha venido siendo un artículo de exportación. ·al procede del distrito de Miguel Burnier, en el Estado de Minas :stá á una distancia de 310 millas de Río. El tiempo que se tarda en : del minerel es de ocho á diez días. Las minas están situadas á una 4,000 pies en un clima agradable y salubre y la mayor parte de los ıe se emplean son italianos y nativos; hay además algunos españoles ses. En 1897 el total del mineral extraido, que ascendió á 8,800 tone- xportado á Filadelfia, pero en años anteriores, este artículo se exportó ·a. De un análisis del mineral resulta que contiene 54.7 por ciento ieso metálico, 0.027 por ciento de ácido sulfuroso, y 0.077 de ácido

or los Tribu'a- Amazonas.

Como indicativo del rápido desarrollo del comercio y de la navegación por los afluentes del Amazonas, con- l hecho de que un vapor en su paso por el río Purus, que es uno de ales tributarios, encontró, recientemente, en su viaje de regreso al no menos de diecisiete vapores.

CHILE.

Comercio con nania.

Se está negociando un tratado de comercio entre Chile y Alemania. Antes de 1895 existía un tratado de comercio dos países, el cual se celebró en 1862, pero quedó sin efecto en 1895, · aumento del comercio entre ambos países ha hecho necesaria su en términos más amplios. En 1880 Alemania importó de Chile mer- · valor de $607,500, y en 1896 la importación alcanzó á $8,655,750. portación casi la mitad consistía, por orden de importancia, en nitratos, os crudos, oro y cobre. La exportación de Alemania á Chile con- palmente en tejidos y artículos de hierro. En 1894 y 1896 la exporta- mo sigue: géneros de lana, por valor de $895,500; géneros de algo- 6,500; artículos ordinario de hierro, $475,220; artículos finos del al, $840,000, y azúcar, $413,000.

HONDURAS.

l Comercio.

En el informe de 30 de abril de 1898, dirigido por el Cónsul de los Estados Unidos en Utilla, Mr. JOHNSTON, mento de Estado, y publicado en los "Consular Reports," impresos ayo, se dice lo siguiente: "En la primera parte del mes la exporta- .tanos y cocos fué como de costumbre, pero durante los últimos diez ıercio ha disminuido á causa de la guerra con España. Los buques ra americana permanecen en Nueva Orleans y los únicos que hacen on los que llevan la bandera noruega. El resultado ha sido la baja ios, y á menos que se empleen más barcos, gran parte de las frutas se n los árboles con gran pérdida para los plantadores. Esto afectará ıte la importación que casi en su totalidad procede de los Estados

Unidos. Si hubiera una línea regular de vapores correos entre Nueva Orlea[illegible]s, Utilla y Cuba, ello sería de gran beneficio para el comercio en estos lugares."

GUATEMALA.

Reducción de los Derechos de Exportación sobre el Café.

Según noticia de carácter oficial, se ha promulgado un decreto del Ejecutivo reduciendo los derechos de exportación sobre el café, á $1, 6 sean unos 36 centavos oro, por quintal. Este decreto empezará á regir el 1° de julio del corriente año.

Dícese que el mismo decreto dispone que la exportación de todos los productos naturales ó manufacturados de Guatemala, con excepción del café, quede libre de derechos á contar desde aquella fecha, y que si la baja en el precio del café continúa el Ejecutivo podrá, en cualquier tiempo, suprimir los derechos sobre este producto.

HAITÍ.

Derechos de los Ciudadanos de los Estados Unidos.

Ha llegado á nuestro conocimiento que el Gobierno de Haití, por un decreto ejecutivo recientemente expedido, concede á los ciudadanos de los Estados Unidos residentes en Haití, los mismos derechos y privilegios de que gozan los naturales en asuntos de comercio y de trabajo. El decreto se refiere especialmente á las licencias comerciales y al comercio al por menor.

PARAGUAY.

Introducción de Molinos de Viento Americanos.

La industria principal y las más remunerativas del Paraguay es la de cría de ganado, pero á causa de la falta de agua en los potreros, hay que llevar el ganado por muchas millas de distancia á beber agua, lo cual es un obstáculo para el desarrollo de dicha industria. El Cónsul de los Estados Unidos en Asunción, Mr. RUFFINI, indica la necesidad que existe allí de buenos molinos de viento de fabricación americana, que podrían montar los criadores para sacar el agua, subsanando así el gran inconveniente que existe para el desarrollo de la industria pecuaria.

PERÚ.

Establecimiento de una Fábrica de Fósforos y una Fundición en el Callao.

Se ha establecido en el Callao una compañía con un capital de $40,000 par fabricar fósforos de cerilla y de seguridad. Como la industria está en sus comienzos, aquel producto es todavía inferior á los fósforos importados del estranjero. Se ha concedido permiso para el establecimiento de una fundición en las afueras de la ciudad, y se están llevando á cabo obras de drenaje y acueductos, á un costo de $300,000. Durante el año de 1897 los ingresos de aduana ascendieron á $2,100,000.

ESTADOS UNIDOS.

Exportación de Maquinaria para Elaboración de Azúcar.

La exportación de maquinaria para la elaboración de azúcar, que tuvo lugar de los Estados Unidos á la América del Sur en el mes de abril, es la mayor que se ha conocido desde hace tiempo. El "Exportador Americano" dice que la Argentina,

olombia y Salvador han sido los principales mercados en donde se ha vendido uella clase de maquinaria, de la cual han importado por valor de $50,000. a Argentina compró unas dos terceras partes de este importe, y el resto se ndió en Honda, Colombia, y en Acajutla, Salvador. Dícese que esta maquiria se importa exclusivamente para su empleo en grandes ingenios azucareros, no para trapiches ó pequeños molinos movidos por fuerza animal.

Consumo de Café.

Según el "Mexican Financier," México encuentra y deberá encontrar siempre en los Estados Unidos el más tenso mercado para la venta de su café. El pueblo de los Estados Unidos es mayor consumidor de café, y es ésta una planta que no puede cultivarse den- de los actuales límites de este país. Las estadísticas comerciales del año cal, que terminó en 30 de junio último, contienen en detalle las importaciones café. La importación total de café en los Estados Unidos, durante los doce eses que terminaron el 30 de junio de 1897, fué de 737,645,670 libras, ó unas diez ras por cabeza, según la actual estadística de la población. El café comprado r los Estados Unidos fué importado de muchos países; esta importación procedió de los continentes de América, Africa, Asia y Australasia. Los principales países, por orden de importancia, que importan su café en los Estados nidos fueron:

Libras.	Valor en oro.	Valor en oro.
rasil	542, 857, 265	$52, 792, 937
enezuela	58, 913, 154	8, 300, 672
léxico	28, 833, 870	4, 591, 909
olombia	20, 939, 528	2, 834, 631
osta Rica	19, 300, 381	2, 800, 652
uatemala	11, 569, 772	1, 744, 411
ndias holandesas	11, 001, 036	2, 075, 157
laití	7, 299, 778	946, 700
alvador	7, 147, 369	1, 072, 480
den	5, 118, 386	859, 602

Estos son los principales países de donde se surtió de café el mercado americano, que consumió por valor de $81,544,000, oro.

VENEZUELA.

royecto de Línea de Vapores.

El representante de un Sindicado de los Estados Unidos está actualmente en Venezuela haciendo investigaciones obre la conveniencia de establecer una nueva línea de vapores que haga el sericio entre la ciudad de Nueva York y los puertos de Venezuela, tocando en lgunas de las Antillas. Dicho representante ha contratado ya, según un informe eciente, 2,000 toneladas de flete mensuales, que han sido garantizadas. La uta que se proyecta comprenderá las islas de St. Thomas, San Kitts, Guadalupe, Martinica, la Barbada y Trinidad. Esta empresa se propone también la comuicación por vapor en el río Orinoco. Los intereses de los Estados Unidos en Venezuela se están desenvolviendo en diversas direcciones al presente; se ha

establecido en Caracas, una compañía titulada "Building and Loan Compan— —," y la mayor parte del capital vendrá de la república del norte.

Concesión á un Sindicato Inglés. El Gobierno venezolano ha concedido á un sindicato inglés una vasta extensión de tierra conocida con el nombre de Territorio del Amazonas de Venezuela (Venezuelan Amazon Territor—). La concesión comprende casi el monopolio de la navegación del río Orinoco, la explotación de la goma elástica, y un vasto proyecto de emigración. Se dice, por conducto fidedigno, que esta compañía esta tratando de obtener de los gobiernos de Colombia y del Brasil una concesión análoga de los territorios del Amazonas pertenecientes á cada una de estas naciones, y que lindan con la frontera de Venezuela. El país es muy rico y la comunicación entre el Orinoco y el Amazonas se efectúa por medio de canales ó ríos. Dos comisiones han visitado el país en nombre de este sindicato; una bajo la dirección del Profesor Borlius, de la Universidad de Upsala, y la otra bajo la del Mayor S. Paterson de Argyll y Sutherland Highlanders.

Contribución sobre la sal. El Gobierno de Venezuela, que tiene el monopolio de la sal, ha aumentado recientemente la contribución sobre este artículo en 14 céntimos por kilo. Esto probablemente dará por resultado un aumento en los ingresos de 2,000,000 de francos, pues el promedio de consumo es de 12,600,000 kilos por año.

Oportunidades para los Negocios. El "Venezuelan Herald," en uno de sus últimos números, dice que se presentan buenas oportunidades, en Caracas, en los siguientes ramos del comercio, para los americanos que cuenten con un pequeño capital y gran actividad: carnicerías, pastelerías, fabricación de queso y mantequilla, cría de aves, talleres de pintura, y tapicería.

BOLETIM MENSAL

DA

RETARIA DAS REPUBLICAS AMERICANAS,

UNIÃO INTERNACIONAL DAS REPUBLICAS AMERICANAS.

/. JUNHO DE 1898. No. 12.

ECRETARIA DAS REPUBLICAS AMERICANAS.

E DESCRIPÇÃO DE SUA ORIGEM, CHARACTER E SEUS PROPOSITOS.*

idea da formação de uma secretaria ou agencia internacional ıal estivessem representadas as Republicas do continente ental, foi suggerida aos delegados acreditados á Conferencia ıacional Americana que se reuniu em Washington em -91, pela Conferencia que teve lugar em Bruxellas em Maio 88, que adoptou o plano de uma união internacional para a ação de tarifas de alfandega, etc. A Secretaria da União l Universal, sob a direcção do Governo de Suissa, foi citada ommissão da Conferencia Internacional Americana, a qual etteu o plano original para a Secretaria Americana, como plo da economia e praticabilidade de tal empreza.

dia 29 de Março de 1890, a Conferencia Internacional icana, com o voto unanime dos delegados dos dez e oito representados nella, a saber: A Republica Argentina, ia, Brazil, Chile, Colombia, Costa Rica, Equador, Guate- Haiti, Honduras, Mexico, Nicaragua, Paraguay, Peru,

ıresso tambem em forma de folheto para ser distribuido na Exposição Trans-ippiana de Omaha.

Salvador, Estados Unidos, Uruguay, e Venezuela, dispoz que se estabelecesse uma associação que se conhecesse com o nome de "A União Internacional das Republicas Americanas, para a prompta compilação e distribuição de dados sobre o commercio," a qual seria representada na Capital dos Estados Unidos por uma Secretaria com o titulo de "A Secretaria das Republicas Americanas." Esta Secretaria, que podemos chamar orgão dos governos independentes do Novo Mundo, foi posta sob a vigilancia do Secretario de Estado dos Estados Unidos, determinando-se em dez annos o periodo de sua duração, prorogaveis indefinidamente por periodos de dez annos, caso de que as nações que nella formam parte o considerassem vantajoso.

Na primeira sessão do Congresso 51° dos Estados Unidos, o dito corpo, por um decreto sob o titulo de "Acto pelo qual se destinam fundos para a manutenção do serviço diplomatico e consular, etc.," approvado no dia 14 de Julho de 1890, autorisou o Presidente para pôr em pratica as recommendações da Conferencia, em quanto o julgasse conveniente, e votou a quantia de $36,000 para a organisação e o estabelecimento da Secretaria, somma que os delegados reunidos na Conferencia tinham disposto não devia ser excedida, e que tinha de ser adiantada annualmente pelos Estados Unidos, repartindo-se entre as demais republicas em quotas proporcionadas a sua população.

No dia 26 de Agosto de 1890, o Sr. WILLIAM E. CURTIS foi nomeado Director e encarregado de organisar a Secretaria. Pouco tempo foi necessario para que mostrasse quão sabio tinha sido o procedimento da Conferencia por cujas recommendações se tinha creado a dita Secretaria. A Secretaria conquistou immediatamente a estima do publico pelo cuidado e a habilidade manifestados no desempenho de suas importantes funcções de compilar, reunir e disseminar informações relativas as fontes de riqueza, o desenvolvimento e as opportunidades commerciaes que offereciam as republicas hispano-americanas, ao mesmo tempo que apresentava a ellas as vantagens que offerecem os mercados dos Estados Unidos.

A conferencia tinha definido os propositos da Secretaria, que eram preparar e publicar boletins acerca do commercio e as fontes de riqueza das Republicas Americanas e subministrar informações de interesse para os fabricantes, commerciantes e embarca-

s, cujos dados deviam estar sempre á disposição daquelles desejarem obter imformações acerca dos regulamentos e das s de alfandega, do commercio e da navegação daquelles s.

pessoal de empregados escolhidos pelo Sr. CURTIS estava posto de traductores competentes nas linguas hespanhola e igueza, amanuenses, tachygraphos, etc., a cujo cargo estava obra nada facil por certo. Ao começar os trabalhos, tornou-se ssario formar ao redor de um pequeno nucleo, uma bibliotheca ublicações estatisticas e officiaes dos governos que contribuiam fim commum, bibliotheca que é hoje unica de seu genero uitos respeitos. Está formada de obras officiaes e de character referentes ás republicas americanas, muitas de cujas obras contribuidas gratuitamente por ditos governos. Recebem-se as principaes publicações diarias e periodicas da America , as quaes se guardam e têm sido de utilidade para o Corpo omatico e para outros que tem solicitado informações acerca paizes do sul. Não ha outro lugar onde, em forma tão con- , se podem conseguir identicas informações, e nem ha outra cção que offereça as mesmas facilidades para o estudo dos sos costumes da America hespanhola, sua sociedade, sua his- e seu commercio. O numero de publicações existente na otheca da Secretaria é como segue:

ncadernados em tela, 1,542; em papel ou folhetos, 2,318; icações periodicas, 140; diarias, 65, o que faz um total de 5 publicações, cujo numero se augmenta constantemente pela ra e pela contribuição.

principal trabalho da Secretaria durante os oito annos de sua encia, tem sido a compilação de manuaes e directorios com- iaes que se tem publicado e que continuam a ser publicados dicamente, nos quaes estão representados todos os paizes que ibuem a sua manutenção e as distinctas colonias do velho do no hemisphero occidental. Estas obras contêm informa- geraes e especiaes da natureza das que solicitam os commer- es, os fabricantes, e os embarcadores dos continentes ameri- s. As ditas publicações têm sido preparadas com as mações que se têm recebido de fontes officiaes e authenticas, occupar-se das de igual natureza que já se tenham feito, e sua ração tem custado muito trabalho, estudo, correspondencia, e

gastos. Este ultimo tem sido sempre um serio inconvenient contra o qual têm tido de luctar os directores da Secretari Todos têm comprehendido a magnitude do campo que se abria Secretaria desde seu estabelecimento, e faz-lhes honra, que com escassos recursos a sua disposição têm feito tanto para ensinar a povos dos paizes que formam a União Internacional quaes sã suas riquezas e sua capacidade commercial, como se augmenta commercio e como se fazem mais abertas as relações fraternaes qu existem entre elles.

Quando a Secretaria começou esta lisonjeira tarefa, era geral a ignorancia que existia a respeito das condições politicas, commerciaes e sociaes de todas as nações que hoje têm-se unido para seu bem estar commum, emquanto que publicações em inglez, considerадas como fidedignas, em um grande numero de casos resultavam estar completamente erradas em suas apreciações acerca dos paizes da America Central e do Sul. O cuidado com que se preparam os boletins da Secretaria, e o facto de que estes estão submettidos antes de publical-os ao exame e correcção dos agentes diplomaticos ou empregados dos governos dos paizes sobre os quaes versam, lhes dão o character de fidedignos, verdadeiros e authenticos. Prova abundante de que se reconhecem estas qualidades é o facto de que tanto os boletins como as outras publicações feitas pela Secretaria, têm sido causa de que se tenha corrigido o texto de encyclopedias populares, geographias e outros livros de escola referentes aos paizes da America latina.

Desde o estabelecimento da Secretaria, a procura de suas publicações foi grande, sendo superior ao numero de exemplares publicados com os fundos limitados á disposição da Secretaria. O primeiro Director teve de fazer frente a isto, que affectava esphera de utilidade da Secretaria, pois milhares de pessoas, co o direito de obter as informações, encontravam-se impossibilita de adquiril-os. Desde que se estabeleceu a Secretaria até Ou bro de 1893, as publicações foram distribuidas gratis e as edi que dellas se faziam de cincoenta mil ou menos exempl estavam restringidas necessariamente ao uso de algumas bibli cas publicas, organisações commerciaes e pessoas interessad modo directo no commercio dos paizes de que aquellas trat Os pedidos dos boletins nos Estados Unidos sómente, alcan

durante o primeiro anno da existencia da Secretaria, trinta e oito mil e os das outras republicas alcançaram mais ou menos igual numero.

Durante o segundo anno, a procura das ditas publicações chegou a adquirir taes proporções, foram tão numerosos os pedidos dos membros do Congresso para seus constituintes, que na primeira sessão do Congresso 52° se ordenou a publicação de edições especiaes dos principaes boletins para ser distribuidas entre os senadores e os representantes. Não foram menos os pedidos feitos pelas escolas publicas dos Estados Unidos, cuja attenção especial tinha sido dirigida ao estudo das questões da America hespanhola com a reunião da Conferencia Internacional Americana; comtudo, era impossivel, bem como infortunado, que mais de 11,000 bibliothecas publicas dos Estados Unidos, sem contar com as das republicas irmãs, e os 120,000,000 de habitantes das dez e nove republicas da União não pudêram gozar de uma distribuição justa das publicações da Secretaria.

Fazer frente a esta procura e aos pedidos cada dia crescentes daquelles em beneficio dos quaes se tinha estabelecido a Secretaria, era uma questão difficil de resolver e que se tinha apresentado muito cedo ao estudo da junta directora da Secretaria. O segundo director, o Sr. CLINTON FURBISH, que entrou a desempenhar suas funcções no dia 18 de Maio de 1893, e continuou nellas até o dia 29 de Março de 1897, publicou em Outubro de 1893, uma circular explicativa dos factos mencionados e na qual annunciava que dahi em diante se cobraria um preço muito pequeno para todas as publicações, com o objecto de conseguir assim que sua distribuição fôra imparcial. Esta medida que ao principio se creiou que daria em resultado uma diminuição no numero de pedidos, provou em poucos mezes que a Secretaria tinha-se feito mais necessaria aos elementos commerciaes dos differentes paizes interessados nella, do que antes se tinha crido. Os pedidos de informações e publicações augmentaram cada vez mais, e ha razões de esperar uma boa renda para augmentar o escopo da Secretaria, proveniente desta fonte.

Durante a administração do Sr. FURBISH, de conformidade com as recommendações feitas pela Conferencia Internacional Americana, comecou-se a publicar o BOLETIM MENSAL, com o

objecto de conseguir e publicar informações acerca das varias industrias das differentes republicas e a possibilidade das vantagens no seu desenvolvimento. O primeiro destes boletins foi publicado em Outubro de 1893, sob o titulo "O café na America;" o segundo sahiu á luz em Novembro, com o nome de "Carvão e Petroleo em Colombia." A publicação está hoje no quinto volume. O tamanho crescente desta obra é a melhor prova do exito que tem alcançado entre aquelles para cujo beneficio foi estabelecida a Secretaria.

Durante o anno de 1896, os representantes dos paizes que compõem a "União Internacional das Republicas Americanas," deram um passo da maior importancia. Com o objecto de pôr em pratica os propositos evidentes dos organisadores deste movimento, se enviou um convite aos representantes acreditados das nações que formam a União, para que reunissem com o Secretario de Estado dos Estados Unidos, com o objecto de estudar o plano que no futuro seguiriam os trabalhos da Secretaria, assim como tambem de ampliar sua esphera de acção. A reunião verificou-se na Secretaria de Estado em Washington, no dia 1° de Abril de 1896, estando representadas todas as nações independentes da União, excepto a Republica Argentina, Bolivia, Paraguay, Santo Domingo e Haiti. Foi o mais notavel das discussões que tiveram lugar, o interesse que todos mostraram pelos trabalhos da Secretaria e seu desejo de augmentar sua utilidade. Nomeou-se uma commissão composta de cinco membros para que informasse acerca do melhor meio de pôr em pratica as ideas dos representantes. Formaram a dita commissão, os Srs. Don Matías Romero, Enviado Extraordinario e Ministro Plenipotenciario do Mexico; Salvador de Mendonça, E. E. e M. P. do Brazil; José Andrade, E. E. e M. P. de Venezuela; Antonio Lazo Arriaga, E. E. e M. P. de Guatemala; Joaquim Bernardo Calvo, Encarregado de Negocios interino (logo nomeado Ministro Residente) de Costa Rica.

Depois de um extenso estudo das materias que lhes foram submettidas, a Commissão apresentou seu relatorio final no dia 4 de Junho de 1896, o qual foi adoptado pelos representantes como base de governo para os interesses da União. Dizia o relatorio que o proposito da Conferencia Internacional Americana foi

estabelecer uma repartição de character absolutamente internacional; que em virtude deste proposito era de desejar que os cidadãos dos diversos paizes que formam a União fossem igualmente elegiveis em concurso e previa exame, para todos os postos da Secretaria; que o interesse commum seria servido si se estendesse o escopo dos trabalhos da Secretaria fazendo-a o orgão da União, não sómente com o objecto de compilar e disseminar informações commerciaes, mas tambem para o de tratar de todo assumpto relativo á vida economica e crescimento dos paizes da União; que esta ampliação da esphera de acção da Secretaria necessita de augmento de gastos ainda que é de desejar-se que as obrigações dos governos não excedam os limites do orçamento original; que com a inserção de annuncios nas publicações da Secretaria se poderia fazer face, provavelmente, a novos gastos; dadas estas considerações, o relatorio recommendou que se désse autorisação ao Director da Secretaria para proceder immediatamente ao que fôr necessario para a inserção de annuncios nas publicações e propoz um plano para a reorganisação da Secretaria, no qual se davam certos regulamentos das exames dos pretendentes ou empregados, e creava-se uma Commissão Executiva permanente, composta de cinco dos representantes das nações americanas que formam a União.

Destes, quatro serão chamados por turno para servir *ex officio* na Commissão, seguindo para sua eleição a ordem alphabetica dos nomes de suas respectivas nações, n'uma das quatro linguas da União que se tenha escolhido previamente por sorte, n'uma reunião dos representantes, sendo sempre o Secretario de Estado membro *ex officio* da Commissão. Ao fim do primeiro anno o primeiro membro da Commissão será substituido pelo que occupava o quinto lugar na lista alphabetica, o segundo pelo sexto ao fim do segundo anno, e assim successivamente em rotação de anno em anno. A Commissão Executiva celebrará uma sessão ordinaria na primeira segunda-feira de cada mez e reunir-se-ha em sessão extraordinaria quando o determinar o Secretario de Estado e quando o exigir, uma maioria de seus membros poderá convocar uma reunião de todos os representantes da União. A Commissão Executiva funccionará como junta de vigilancia da administração da Secretaria, e tres de seus membros, seja pessoalmente ou por

meio de agentes designados por elles formarão parte do tribunal de exames para os candidatos a postos na Secretaria; tambem examinará as contas da Secretaria.

O Director tem de apresentar um relatorio aos governos que formam a União tão prompto como seja possivel depois do primeiro de Julho de cada anno, dando conta dos trabalhos da Secretaria durante o anno transcorrido. Este relatorio, além de apresentar conta detalhada das rendas e despezas durante o anno a que se refere, indicará as quotas que devem pagar os respectivos paizes que formam a União, e conterá um orçamento de receitas e despezas para o anno seguinte. Pediu-se a cada um dos governos que enviassem uma collecção de suas leis, e publicações relativas a sua geographia, industrias, commercio e recursos em geral. As publicações da Secretaria, seja na forma de boletins mensaes, ou de manuaes, ou monographias, deverão referir de um modo especial a assumptos commerciaes, taes como direitos de alfandega, meios de transporte, orçamentos, estatisticas e qualquer outra materia referente ao commercio e ás industrias em geral das nações que compõem a União, e além disto, informações geographicas, descobrimentos, explorações e qualquer assumpto que servir para augmentar o conhecimento das condições economicas e os recursos de cada paiz.

O primeiro numero do BOLETIM MENSAL que se publicou depois de ter começado a solicitar annuncios, foi o correspondente ao mez de Novembro de 1896, o qual continha trinta e nove annuncios de casas de commercio notaveis. O numero de Janeiro continha quarenta e sete annuncios, e desde então cresceu tão rapidamente o numero dos que annunciavam na dita publicação que para o mez de Novembro de 1896, tinha cento quarenta e uma paginas entre texto e annuncios e para o mez de Abril de 1898, contava trescentas vinte e quatro paginas das quaes cento vinte e nove continham annuncios de casas dos Estados Unidos. Até o primeiro de Março de 1898, se solicitaram annuncios em commissão e desde então se suspendeu este costume.

É sorprendente a quantidade de informações especiaes que em sua correspondencia diaria se vê obrigada a Secretaria a contestar. O numero de perguntas relativas a assumptos commerciaes que se lhe dirigiram durante os quatro primeiros mezes de sua existencia

alcançou setecentas; hoje pode calcular-se igual numero em um termo igual de semanas. Estes pedidos de informações, vêm, naturalmente, de commerciantes, fabricantes e homens de negocio dos Estados Unidos, que desejam augmentar seu commercio com as Republicas do Sul, e é neste respeito que a Secretaria é particularmente util aos fabricantes ou exportadores do interior e das cidades pequenas dos Estados Unidos. Os que solicitam informações são em geral fabricantes de materiaes para estradas de ferro, de machinas e instrumentos para a agricultura e a mineraçaõ, carros, moveis, papel, ferragens, artigos de couro, joalheria, drogas e chimicos, e tambem fabricantes de outros productos que desejam saber si nos paizes do sul haverá procura para elles ou si se adoptam ao uso daquelles mercados.

A Secretaria contesta sempre que possa fazel-o e em referencia ao caso especial, dando os conselhos e subministrando as informações relativas ao clima e ás condições do mercado que procura o solicitante para que este possa adaptar seus productos ás circumstancias, e em muitos casos se o põe em communicação com pessoas que o ajudam a introduzir e vender suas mercadorias. Mas os que solicitam informações não estão limitados a este continente, nem aos commerciantes e aos fabricantes. Da Europa assim como dos Estados Unidos, chegam centenas de cartas perguntando acerca do clima, do solo, das leis, as minas, os salarios, os methodos agricolas, os impostos, as condições sociaes, etc., das republicas americanas. O immenso trabalho necessario para contestar a todas estas perguntas que abrangem tão largo campo e que requerem tanto tempo, investigação e correspondencia com o objecto de obter as informações necessarias, pesava fortemente sobre o reduzido pessoal da Secretaria, de modo que em Setembro de 1897 se creou uma repartição de informações com o objecto de contestar com a menor demora possivel e com tanta certeza e tão extensamente como se pudesse, os muitos pedidos de dados especiaes referentes ás republicas latino-americanas que diariamente se recebiam na Secretaria. Esta repartição está a cargo do Sr. HENRY L. BRYAN, que foi o primeiro secretario da Secretaria desde Fevereiro de 1891 até 20 de Março de 1893.

Entre as recommendações feitas pela Conferencia Internacional Americana, havia uma advogando a publicação de uma nomen-

clatura dos artigos de mercadorias que se importam e exportam. O trabalho de preparar este catalogo de termos commerciaes foi concluido em 1897. A obra completa consta de tres volumes em inglez, hespanhol e portuguez com os equivalentes correspondentes em cada um destes idiomas, segundo o caso. Esta obra é o fructo de sete annos de trabalho. São incalculaveis as vantagens que serão derivadas pelos exportadores e importadores pela publicação desta obra. Muitos dos termos que nella se encontram não apparecem em nenhum diccionario hespanhol ou portuguez, particularmente no que se refere a machinas e suas partes componentes, á invenções e apparelhos electricos que o genio moderno produz em abundancia. O Ministerio da Fazenda dos Estados Unidos, em Janeiro de 1898, adoptou a Nomenclatura Commercial como obra de texto para o uso de todas as alfandegas de sua dependencia, e espera-se que muitas si não todas as outras nações interessadas no plano da Secretaria tambem a adoptem.

O trabalho mais importante que se effeituou em 1897 foi a preparação do Directorio Commercial das Republicas Americanas, começado durante a administração do finado Director JOSEPH P. SMITH, cuja morte subita teve de lamentar a Secretaria ao começo do anno de 1898, menos de doze mezes depois de sua nomeação. Pouco depois de ter entrado o Sr. SMITH a desempenhar seu cargo como Director (29 de Março de 1898), ficou convencido de que um dos meios mais efficazes para estreitar as relações dos fabricantes e dos commerciantes dos varios paizes, dando alento deste modo ao desenvolvimento da industria e do commercio, era pôr a seu alcance uma fonte fidedigna de informações, dos nomes das casas que se occupam em ramos especiaes do commercio ou da industria, acompanhados das ultimas informações que se pudessem conseguir referentes ás fontes de riqueza, o commercio, as manufacturas, usos commerciaes, leis de propriedade industrial e litteraria, licenças commerciaes, tarifas de alfandega, regulamentos de passaportes, leis de minas, etc., das republicas americanas e das colonias das Antilhas e da America Central e do Sul, com as quaes estão tão intimamente ligados por laços commerciaes.

Os homens de negocio dos Estados Unidos tiveram de reconhecer que uma obra deste genero era uma das mais urgentes necessidades para o augmento do commercio com os paizes latino-

americanos. A empreza foi grande e causou grandes gastos de dinheiro e se empregou muito tempo. Levou-se a cabo com o maior cuidado para que a dita publicação se reconhecesse por toda a parte como autoridade em sua classe. O primeiro volume foi publicado oito mezes depois de começado o trabalho e dentro de pouco sahirá á luz o segundo. O primeiro exemplar do volume primeiro do Directorio Commercial, publicado pela Secretaria em Novembro de 1897, foi apresentado formalmente ao Presidente McKINLEY, pelo Secretario SHERMAN, em representação da Commissão Executiva da Secretaria das Republicas Americanas, accompanhado de outros membros da dita commissão.

Ao pôr a obra nas mãos do Presidente, o Secretario disse que nunca tinha sido compilada e publicada uma obra igual. A Secretaria tem recebido de todos os membros do Gabinete dos Estados Unidos e dos Presidentes e membros dos gabinetes de todos os paizes interessados na União, assim como tambem das principaes juntas de commercio, cartas que recommendam esta grande obra. Muitas das casas de commercio mais notaveis dos Estados Unidos têm elogiado a dita publicação, considerando-a como que vêm para supprir da maneira mais completa uma necessidade que se fazia sentir desde ha muito tempo, e que dá uma idea do juizo maduro e do espirito adiantado do finado Director.

Á morte do Sr. SMITH, o Secretario de Estado deu instrucções ao Sr. FREDERIC EMORY, chefe da Repartição de Commercio Estrangeiro do Ministerio de Estado, para que se encarregasse da Secretaria em capacidade de Director interino, e no dia 28 de Fevereiro de 1898, por resolução da Commissão Executiva, foi nomeado Director provisoriamente. O Sr. EMORY continuou o trabalho onde o tinha deixado seu predecessor e se occupa em proseguir os interesses geraes da União Internacional, seguindo o mesmo plano tão habilmente concebido pelo Sr. SMITH. O Sr. EMORY desempenhou o cargo de secretario da Secretaria desde Março de 1893 até 17 de Abril de 1894, data em que foi nomeado chefe da Repartição de Commercio Estrangeiro (que era então a Repartição de Estatisticas), cujos trabalhos são semelhantes aos que desempenha hoje como Director desta Secretaria. Não foi até 21 de Maio de 1898 que se nomeou o successor do Sr. EMORY como secretario da Secretaria, cargo que tinha ficado vago. Nessa data

se designou para desempenhar as funcções de secretario, o Dr. HORACIO GUZMAN, por autorisação especial da Commissão Executiva.

Um dos maiores obstaculos contra o desenvolvimento do commercio entre os Estados Unidos e seus vizinhos do Sul e das Antilhas que existia antes do estabelecimento da Secretaria, era a ignorancia por parte dos commerciantes e fabricantes daquelle paiz, das necessidades especiaes dos mercados que desejavam dominar. A maneira de fazer desapparecer este obstaculo, abrir aquelles mercados ás mercadorias dos Estados Unidos, de modo de fazer que o commercio de todas dependa de umas e outras entre si, tem sido objecto de muito serio estudo. Aqui foi que a Secretaria veiu para soccorrer o commerciante e o fabricante, mostrando a sabedoria da Conferencia que a tinha estabelecido.

Algumas pessoas declaravam que todos os planos da Conferencia Internacional Americana eram chimericos e consideravam seus resultados, a Secretaria, como um projecto extravagante e inutil. Comtudo, a importancia desta Secretaria como grande factor na economia social e commercial de todo o continente occidental, já foi mostrada por maneira clara e pratica. Hojé não é uma theoria. Tem sido reconhecida pelo Congresso dos Estados Unidos que no corrente anno tem dado prova do que aprecia seus trabalhos e sua utilidade, votando um orçamento por uma grande somma para cobrir o deficit proveniente dos gastos feitos em compilar, classificar e publicar a grande quantidade de dados que se tem dado ao publico sob o nome de Directorio Commercial das Republicas Americanas, e tambem approvando, sem um só voto em contrario, o orçamento para a manutenção da Secretaria durante o proximo anno fiscal.

As principaes sociedades mercantis dos Estados Unidos e dos outros paizes que formam a União, têm reconhecido tambem a utilidade da Secretaria, como o evidencia o immenso numero de annuncios de casas notaveis que encerra em suas paginas o BOLETIM MENSAL. Que a Secretaria tem estimulado boas relações de amizade, augmentado o commercio e desenvolvido interesses commerciaes de importancia, já tem sido provado sem duvida, pelo menos com o augmento das communicações postaes entre os Estados Unados e os paizes latino-americanos que tem tido

lugar durante os ultimos oito annos. O resultado não podia ser mais natural; a Secretaria que põe o productor em communicação directa com o consumidor, deve ter immenso valor no mundo commercial e só necessita dos meios necessarios para mostrar sua utilidade e sua capacidade de satisfazer uma necessidade reconhecida.

REUNIÃO DA COMMISSÃO EXECUTIVA.

APPROVAÇÃO DOS ACTOS DO DIRECTOR PROVISORIO— NOMEAÇÃO DE SECRETARIO DA SECRETARIA.

A Commissão Executiva da União Internacional das Republicas Americanas reuniu-se sabbado, 21 de Maio, ás 11 da manhã, na sala diplomatica da Secretaria de Estado. Estavam presentes o Secretario de Estado, o Honrado WILLIAM R. DAY, Presidente; o Senhor MATÍAS ROMERO, Ministro do Mexico; o Senhor José ANDRADE, Ministro de Venezuela; o Senhor ANTONIO DEL VISO, Encarregado de Negocios da Republica Argentina, e o Senhor FREDERIC EMORY, Director da Secretaria das Republicas Americanas. Um relatorio do Director, no qual se deu conta dos trabalhos da Secretaria desde a data da nomeação do Director, foi lido e approvado.

O Director disse que tinha recebido cartas de varios pontos approvando o methodo seguido pela Secretaria, e que entre estas cartas figuram algumas escriptas por pessoas ou casas que antes estavam oppostas aos procedimentos da Secretaria. Houve uma troca geral de impressões entre os membros da Commissão a respeito de detalhes da Secretaria e se expressou satisfação pelos resultados obtidos da nova administração da Secretaria que começou no dia 28 de Fevereiro. Á Commissão adoptou com unanimidade uma resolução autorisando ao Director para nomear um

secretario, pendente da definitiva reorganisação da Secretaria. Levantou-se a sessão depois de ter tomado o accordo de que a Commissão se reunirá em fins de Junho, no dia que mais tarde será designado, para tratar do futuro da Secretaria.

No seu relatorio o Director disse que tinha solicitado a cooperação da Associação Nacional de Fabricantes, do Museu Commercial de Philadelphia, da Junta de Commercio de New York, e de outros importantes associações, para formar tão completa como fôr possivel, a lista de fabricantes e exportadores, interessados especialmente no commercio latino-americano, a qual se estava preparando para o segundo volume do Directorio Commercial. Tambem disse que tinha recebido daquellas apoio valioso, o qual dava a esperança de que os resultados desejados seriam obtidos.

Accrescentou que a maior parte do segundo volume do Directorio está em prensa e que se espera que o dito volume esteja prompto para sua entrega no dia 15 de Junho. Como se encontrou que o preço original dos dous volumes ($5) não era sufficiente para cobrir os gastos, foi augmentado a $10 por toda a obra. Isto não tem encontrado até o presente nenhuma objecção e expressou-se satisfeito de que sobre estas bases se poderia vender um numero de exemplares do Directorio sufficiente para cobrir os gastos, sem que a Secretaria tenha de solicitar subscripções em commissão.

Diz-se tambem no relatorio que a mudança no modo de conduzir os negocios da Secretaria, abandonando a pratica de solicitar annuncios em commissão para o BOLETIM MENSAL, longe de fazer diminuir as rendas da Secretaria, dará em resultado, provavelmente, o objecto que no principio a Commissão Executiva se propoz, que, segundo o Director entendia, consiste em obter rendas applicaveis ao gradual desenvolvimento da esphera de acção da Secretaria. Tambem se fez saber á Commissão que se tinham emittido circulares solicitando subscripções para o BOLETIM MENSAL; que estas circulares tinham sido dirigidas a fabricantes e importadores dos Estados Unidos, e que as respostas recebidas indicavam que se obteria um grande numero de subscripções.

Fazendo uso da autorisacão dada pela Commissão Executiva, o Dr. HORACIO GUZMÁN, principal traductor hespanhol, foi nomeado secretario da Secretaria, pendente sua reorganisação. A Secretaria tem estado sem secretario desde que o Sr. FREDERIC

EMORY, que é agora Director provisorio da Secretaria, dou sua demissão no dia 17 de Abril de 1894. Os interesses da Secretaria necessitavam da provisão deste officio, em harmonía com a intenção primitiva da Conferencia Internacional Americana. O novo secretario, Dr. GUZMAN, é latino-americano e pode conversar em hespanhol com a maioria dos representantes da União, e tratar com elles sobre qualquer negocio com conhecimento especial das instituições e os methodos de seus respectivos paizes.

O Dr. GUZMÁN é natural da cidade de Granada, Nicaragua, e filho do General FERNANDO GUZMÁN, que foi Presidente daquella Republica de 1867 a 1871. Recebeu sua educação na França e nos Estados Unidos e tem residido neste paiz, com a excepcão de curtos intervallos por uns dez e sete annos. Durante nove annos representou Nicaragua em Washington, como Enviado Extraordinario e Ministro Plenipotenciario; foi membro da Conferencia Internacional Americana, e foi nomeado traductor hespanhol da Secretaria das Republicas Americanas em Junho de 1897, depois de ter prestado exame em concurso.

O Sr. ARTHUR W. FERGUSSON, membro do corpo de traductores da Secretaria, foi nomeado pela commissão Executiva no dia 28 de Fevereiro, para occupar o lugar deixado vago pelo Dr. GUZMÁN.

RELAÇÕES COMMERCIAES NA AMERICA.—XII.*

RIQUEZAS INTERIORES DA COSTA OCCIDENTAL DA AMERICA MERIDIONAL.

No BOLETIM MENSAL do mez de Dezembro de 1897, discutiu-se o desenvolvimento da costa occidental da America Meridional, principalmente a respeito de suas relações com os Estados-Unidos. Agora nos propomos tratar succintamente da riqueza do interior d'aquelles paizes do continente meridional que confinam com o oceano Pacifico, com excepcão da Colombia, á qual se referia o artigo desta serie que se publicou no BOLETIM do mez de Maio.

Os paizes, pois, do littoral occidental, ou que são vizinhos a elle, são a Bolivia, o Chile, o Equador e o Perú, collocados por

*O primeiro artigo desta serie, escripto pelo defunto Sr. JOSEPH P. SMITH, foi publicado no BOLETIM MENSAL do mez de Julho de 1897. Continuar-se-ha a serie por varios collaboradores segundo o plano seguido pelo Sr. SMITH.

ordem alphabetica. A Bolivia é a Republica mais elevada do novo mundo, e seus altissimas planuras, rodeadas de picos ainda mais altos, acham-se cobertas de vegetação e offerecem uma morada ao homem a uma altitude maior do que qualquer outra terra do mundo.

A sua área estima-se em 567,360 milhas quadradas inglezas, com uma população de 2,000,000 habitantes, pouco mais ou menos. Si se considera que só uma quarta parte desta população se compõe de gente branca, facilmente se comprehende que as grandes riquezas naturaes deste antigo dominio dos Incas jazem maninhas e pela maior parte não desenvolvidas. Ha poucas industrias, e ainda a agricultura, primeira occupação do homem, é muito atrasada. Os cereaes, as batatas, o feijão, etc., produzem-se sómente em quantidade sufficiente para corresponder á procura domestica. Exporta-se o café para a Republica Argentina e o Chile; e ainda que o sólo é muito proprio para a cultura da canna de assucar, importa-se do Perú mais deste artigo do que se fabrica no paiz, onde a canna geralmente se cultiva para a distillação. A borracha, a coca e a quina são productos que figuram entre os mais importantes. A cultura da borracha tem agora mais importancia do que a das mais outras, e tem chegado a ser uma industria consideravel. O Governo da Bolivia fomenta-a por meio de concessões liberaes, e diversas companhias se têm formado nos Estados-Unidos para se occupar da extracção e exportação da borracha boliviana.

A Bolivia é a morada favorita do guanaco, o qual é empregado universalmente como animal de carga, e cuja carne, quando o animal é ainda pequeno, é muito apreciada como alimento. O guanaco e a lhama são conhecidos como os camelos do novo mundo. A lhama, a alpaca e a vicunha fornecem lãs de qualidades variadas. Immensos rebanhos destes animaes percorrem a superficie abrupta do paiz. A chinchilla fornece uma rica pelle, que é um artigo de commercio muito importante.

A riqueza mineral de Bolivia é tão bem conhecida que não necessita de commentarios aqui. Cria-se numero prodigioso de bois, carneros, bestas, etc. Estes animaes exportam-se para os paizes vizinhos, porem a industria é susceptivel de muito maior desenvolvimento.

Em razão de sua situação isolada e a falta d'um porto de mar desde a guerra entre o Perú e o Chile, o commercio exterior da Bolivia passa por Arica, Mollendo, Antofagasta e os portos fluviaes do Porto Suarez e de Villa Bella. Os principaes artigos de importação são: Prata, borracha, cobre, lã, couros e pelles, ouro, café, coco, e quina.

Não ha repartição de estatistica na Bolivia, e por isso é summamente difficil, se não impossivel, obter noticias commerciaes fidedignas; porem póde-se dizer que o commercio dos Estados-Unidos com a Bolivia, pelo que respeita aos artigos de importação, não é nada, e que quasi nãda são os de exportação. Póde-se dizer que a Allemanha domina o commercio de importação da Bolivia, porque os commerciantes allemães forão bastante previdentes para estabelecer alli casas filiaes, as quaes são todas administradas por subditos do Imperador Allemão que habitão no paiz e fallam bem a lingua hespanhola, requisito sem o qual o estrangeiro não póde esperar ter bom exito.

Onde a população india predomina tanto e as suas necessidades são tão poucas, não se póde aguardar nenhum grande augmento do commercio de exportação até que as communicações rapidas e o contacto com o mundo exterior tenha creado necessidades que agora são absolutamente desconhecidas. Um kindergarten commercial acarrearia o fim desejado, visto que a illustração optica é mais productiva de resultados do que todas as circulares do mundo, especialmente n'um paiz onde a maior parte dos habitantes não sabem lêr.

Bolivia tem falta de vias de communicacão, aquellas grandes promotoras do commercio e da industria. Isto é devido em grande parte á sua configuração natural. Ha uma estrada de ferro que liga o porto chileno de Antofagasta á fronteira boliviana em Ascotán, d'onde se prolonga até Uyuni, na Bolivia.

Um ramal desta estrada vai a Huanchaca e a Oruro, sendo o comprimento total de perto de 500 milhas. Têm-se outorgado concessões para outras linhas, das quaes se faz actualmente os reconhecimentos. Uma linha tem de ligar La Paz, a capital, á fronteira do Perú; outra partirá do rio Paraguay, na parte oriental da Bolivia, prolongando-se até Santa Cruz; ainda outra tem de ligar Oruro e Cochabamba, e uma quarta fornecerá um caminho de

aço entre Chollapata e Potosí. Faz-se agora o reconhecimento de uma linha que deve ligar a Bolivia á Republica Argentina. Construem-se novas estradas de rodagem, e pontes suspensas começam a atravessar os maiores rios. Em 1897 era de 2,980 milhas o comprimento total das linhas telegraphicas, as quaes se estendião até a Republica Argentina a La Paz e até o oceano Pacifico a Oruro, com diversos enlaces no interior.

O campo que offerece a Bolivia aos moradores das povoações coguladas dos centros de população do mundo apresenta muitos attractivos. Abunda de materias primas para muitas industrias; possúe florestas que nunca têm resoado com o golpe do machado; tem milhares de leguas quadradas de terrenos ferteis e de planicies dilatadissimas que só aguardão a enxada e o arado do prudente agricultor para recompensar abundantemente o seu trabalho; debaixo de sua superficie jazem immensos thesouros, que enriquecerão a aquelle que os tirar para a luz do dia.

Pedro de Valdivia, que capitaneou a segunda expedição hespanhola contra o Chile, comparou o paiz a uma folha de espada por causa de seu grande comprimento e de sua grande estreiteza. Este simile é muito justo, visto que a Republica tem 2,270 milhas de comprimento e de 40 a 200 milhas de largura. Sua área é de 293,970 milhas quadradas. Mas ainda que é muito estreita, a maior parte de seu soló é d'uma fertilidade prodigiosa, não sendo sua população de nenhuma maneira excessivamente densa, já que, segundo o recenseamento de 1895, era de 2,712,145, sendo assim a densidade da população de 9.2 habitantes por milha quadrada.

É mais provavel que naquelle anno a população excedesse, e agora indubitavelmente excede a 3,200,000 habitantes, a maior parte dos quaes são energicos e amigos do progresso. Deste numero um milhão e meio occupam-se de agricultura, produzindo perto de 28,500,000 fangas de trigo, e 9,000,000 fangas de outros cereaes, alem de legumes, fructas, etc. Os habitantes, ainda que são pouco numerosos, são afamados pelos progressos industriaes que têm conseguido. Diz-se, e ha bôa autoridade para esta asserção, que mais de 500,000 cabeças de gado vacum e 2,000,000 carneiros, cabras, etc., se criam no paiz cada anno. É grande a producção de cobre, prata, ouro, carvão de pedra, manganez, etc. Os depositos de nitrato que pertencem ao Chile cobrem uma área de 220,356 acres,

calculando-se que contem a dita área 2,316 milhões quintaes metricos do nitrato do commercio. Estima-se o rendimento total destes depositos em 1,092,000 toneladas. Têm-se empregado cabedaes inglezes em grande escala nesta industria.

Póde o leitor formar uma idea do descnvolvimento industrial do paiz pelo facto que em 1895, no Departamento de Valparaiso, cuja população não ascendia a 200,000, havia 417 estabelecimentos industriaes, que durante o anno empregarão materias primas cujo valor era de 20,057,573 pesos, empregando 12,616 operarios, com 162 machinas a vapor, as quaes tinhão uma força total de 1,766 cavallos. Entre estes estabelecimentos figuravão fabricas de gaz e de cerveja, refinarias de assucar, fabricas de carruagens e carros, engenhos de serrar, fabricas de aguas mineraes e arejadas, etc. Os cortumes, como póde suppôr-se, formão um ramo florescente da industria manufactureira.

Dos paizes da America Meridional, o Chile foi o primeiro que construio estradas de ferro, e o Governo sempre tem promovido, por meio de subvenções liberaes e de leis sabias, o augmento de sua viação ferrea.

No principio do anno de 1896, era o comprimento total das linhas de estradas de ferro na Republica de 2,080 milhas. Deste comprimento possuia o Estado e tinha em trafego 838 milhas. Corporações particulares possuiam e tinhão em trafego 1,242 milhas, pertencentes a quinze linhas. O Governo então possuia 331 milhas em construcção e em estudos. A linha principal é a Central, pertencente ao Estado, e composta de tres divisões, indo a primeira de Valparaiso a Santiago e d'ali a Melipilla, a segunda de Santiago a Talca, de S. Fernando a Alcones, e de Pelequen a Peumo; a terceira de Talca a Talcahuano, de S. Rosendo a Traguen, de Santa Fe a Los Angeles e de Robleria a Victoria, sendo a distancia total de 766 milhas. Têm-se recomeçado os trabalhos da Estrada de Ferro transandina, que deve ligar Santa Rosa a Mendoza, trabalhos que ficavão suspensos desde um tempo consideravel, e serão proseguidos com actividade por um syndicado inglez. Quando tiverem sido concluidas as 46 milhas desta linha que ainda estam em construcção, haverá-se forjado o derradeiro elo da cadeia que deve ligar o oceano Atlantico ao Pacifico—Buenos-Aires na margem d'aquelle a Valparaiso na margem d'este. Assegura-se que os comboios de grande velocidade percorrerão em

vinte-nove horas a distancia de 622 milhas que ha entre estes dous portos. Ha 25,000 milhas de caminhos publicos e 2,875 de vias fluviaes.

No fim de 1895, era de 6,965 milhas o comprimento das linhas telegraphicas estadoaes, com 8,330 milhas de fios.

Compunha-se a marinha mercante do Chile em 1896 de 188 navios mercantes, cuja lotação era de 105,642 toneladas. Destes navios quarenta e dous erão vapores. Linhas de vapores inglezas, allemãs e francezas fazem viajens regulares entre as costas do Chile e da Europa, passando pelo estreito de Magalhães, e se mantêm communicações directas e constantes por linhas de vapores chilenas e estrangeiras ao longo da costa até Panamá, enlaçando alli com vapores que se dirigem aos portos dos oceanos Atlantico e Pacifico, aos portos dos Estados-Unidos que se acham situados na margem do golfo do Mexico, e aos da Europa.

O Chile importa a maior parte das fazendas manufacturadas que emprega; o Governo porem offerece incentivos para o estabelecimento de novas industrias, e deseja muito promover as industrias manufactureiras. Pouco tempo ha o Congresso nacional authorisou o dispendio de $500,000 para promover empresas manufactureiras de ferro e aço, havendo-se demonstrado que se encontra ferro d'uma qualidade superior no paiz.

Nunca póde a Republica ter a esperança de estabelecer um grande commercio de exportação com os Estados-Unidos, visto que os principaes artigos que exporta são trigo, cobre, prata, nitrato, manganez e iodo, sendo os ultimos tres os unicos dos artigos enumerados que não produzem os Estados-Unidos.

Este ultimo paiz, porem, póde augmentar grandemente o seu commercio de exportação com ó Chile se os seus commerciantes consignarem suas mercadorias a casas antigas e respeitaveis em Valparaiso, Santiago e em outra parte, pois estes esmerar-se-hão em vendêl-as vantajosamente. Emfim, póde-se dizer que a riqueza do Chile consiste no desenvolvimento de seus magnificos dons naturaes. Visto que sua escassa população é falta de forças para desempenhar a tarefa sem ajuda, é claro que os extrangeiros que buscarem alli acharão.

A Republica do Equador, em cuja superficie abruptamente ondeada cahem verticalmente os raios do sol; onde, em razão de sua conformação physica, reina uma confusão dos elementos e da vege-

tação—confundindo-se o verão com o inverno, e a epoca das semeaduras com a das colheitas—é essencialmente um paiz agricola. Os autores que a têm visitado ponderão a pobreza da linguagem para descrever a riqueza e a magnificencia da vegetação d'aquella parte do continente americano.

Só em florestas possúe o Equador thesouros quasi incalculaveis. A costa produz cacao, café, tabaco, marfim vegetal, toda a sorte de fructas tropicaes, etc. Nas partes povoadas do interior produzem-se trigo, cevada, centeio, milho, canna de assucar, etc. Achão-se aqui sete especies diversas de quina, muitas variedades de palmeira, páu Brazil, páu santo, ebano, cedro e outras arvores que fornecem madeiras de construcção; tambem copal, sangue de dragão, estoraque, e diversas especies de plantas indigenas que fornecem materias de tinturaria; abundão as plantas fibrosas, e o pinheiro cujas folhas são parecidas com parafusos (Carludovica palmata) que dá a materia para os chapeos que são conhecidos em todo o mundo pela denominação de chapeos de Panamá.

O paiz tambem é riquissimo em mineraes; abundão ouro, prata, azougue e outros metaes; a industria mineira ainda está pouco desenvolvida. Limitão-se as industrias manufactureiras principalmente a engenhos de assucar, moinhos de trigo, machinas de serrar, fabricas de algodão, cortumes e fabricas de distillação. Fabrica-se chocolate em grande quantidade, e chapeos de Panamá em grande numero.

Os principaes artigos de exportação são cacao, borracha, café, quina, marfim vegetal, chapeos, couro para solas, pelles seccas, bambú, tamarindos, tabaco, arroz e esteiras. Quasi todos os artigos que se fabricão nos Estados-Unidos e que são adequados para uma população de 1,270,000 habitantes, dos quaes mais de dous terços são Indios, podem achar um mercado aqui. Esta população está distribuida sobre uma área de perto de 120,000 milhas quadradas, o qual demonstra que a mesma desproporção entre população e área existe aqui que em todos os demais paizes do continente meridional, e que os estrangeiros que queirão prosperar podem achar aqui occultos, num sólo que não necessita de adubos, os thesouros da natureza que não necessitão senão de ser tirados á luz pelo impulso energico do trabalho para que dêm rendimentos que serião impossiveis em terras menos privilegiadas.

As vias de communicação do Equador deixam muito a desejar.

N'uma grande parte do paiz não ha senão veredas que só dão passo a um cavallo. Navegão-se os rios do interior por meio de alguns poucos vapores construidos nos Estados Unidos e no Equador, e de uma grande frota de canoas e barquinhos.

Ha um caminho de ferro—o unico que possúe a republica—que vai de Durán (de fronte de Guayaquil) até a Chimbo, sendo a distancia de 58 milhas. No fim do anno de 1897, fez o Governo do Equador um contrato com um capitalista de Nova York para a extensão desta linha até Quito, sede do Governo. É ousada e custosa a empresa, pois alturas que varião entre 8,100 e 1,200 pés acima do nivel do mar devem ser atravessadas num comprimento total de perto de 404 milhas entre o nivel da costa e Quito. A via é atravessada por tantos rios e arroios que se calcula que será necessaria a construcção de 830 pontes ao longo da linha. Calcula-se o custo da obra em $17,530,000. Ha cinco linhas de vapores que fazem escala regularmente nos portos do Equador, como segue:

A Companhia de Navegação a Vapor do Pacifico (ingleza), e a Companhia Sul-americana de Vapores (chilena), que fazem viagens entre Valparaiso e Panamá, fazendo escala em Guayaquil; a Linha do Golfo (ingleza), que faz viagens entre o ultimo porto e Glasgow, Liverpool e Greenock; a Linha de Vapores Hamburgo-Pacifico (allemã), que faz viagens entre Guayaquil e Hamburg e Antuerpia; a Linha Pacifica (franceza), que faz viagens entre o Havre e os portos do Pacifico na America Meridional. Ha duas linhas principaes que fazem viagens irregulares: a Linha Kosmos (allemã) que faz escala em Guayaquil uma vez por mez pouco mais on menos, e a Linha dos Commerciantes, que se compõe de navios inglezes fretados pelos senhores W. R. Grace e Companhia, de Nova York, os quaes fazem viagens entre Nova York e Guayaquil. Os navios desta linha fazem escala tambem em diversos portos chilenos e peruanos.

O Perú, cuja superficie é de 463,747 milhas quadradas, tem uma população de 2,621,844 habitantes. Tres seculos ha que a menção de seu nome evoca visões de riqueza e opulencia, e estas visões, no transcurso d'uma longa serie de guerras internas e externas, vierão a ser olhadas como ficções da imaginação. Porem não são simples ficções; ainda existem naquella terra favorecida

uma riqueza e abundancia de dons naturaes que se podem convertir no meio que desenvolve e promove a industria e pelo qual se conseguem as commodidades da vida.

Os productos agricolas do Perú são variados e abundantes, variando entre todos os da zona temperada e muitos dos da torrida. Os principaes são: a batata, a qual o Perú em primeiro logar deu a conhecer ao mundo; todos os cereaes, a canna de assucar, o café, o algodão, o arroz, o fumo, o cacao, uma infinidade de fructas, muitas plantas medicinaes e fibrosas e páos de tinturaria; os productos, porem, que mais avultam entre todos são o algodão, o café e o assucar. Em 1895, foi a exportação de algodão de 5,500 toneladas. A exportação annual de café é de pouco mais o menos de 1,060 toneladas. Ha 95,000 acres semeados de canna de assucar, e a producção em 1896–97 foi de 65,000 toneladas.

Como acontece em outros paizes onde o capital estrangeiro começa a procurar emprego, as industrias manufactureiras, pelo que respeita aos Estados Unidos, estão ainda na infancia; mas tambem a este respeito se conseguem rapidos progressos. Uma tarifa protectora tem estimulado, nos ultimos annos, o espirito emprehendedor dos filhos do paiz, e têm-se implantado muitas industrias importantes. A refinação do petroleo, artigo que se acha em abundancia no paiz, promette chegar a ser uma fonte de grande riqueza para a republica. Opera-se em escala bastante grande, e exporta-se kerosene para o Equador, a Bolivia e o Chile. Exporta-se lã d'alpaca na quantidade de 4,000,000 libras ao anno, sendo seu valor de perto de $2,000,000. O Perú fabrica e exporta todos os annos productos chimicos, drogas e materias de tinturaria no valor de $7,500,000.

Ponderar a riqueza mineral deste opulento paiz seria repetir uma historia muitas vezes narrada; póde dizer-se, porem, que ainda ha muitas regiões absolutamente intactas que darião fortunas aos que tivessem o capital sufficiente para as desenvolver. Calculava-se a producção total de prata do Perú em 1896 em 3,300,000 onças. O numero de estabelecimentos para a lavra das minas e o beneficio dos metaes que funccionavão no mesmo anno disse-se ser de 56, com um capital total de 18,781,000 soles (o sol vale actualmente perto de 41 cents), sendo peruanas quasi a metade das companhias que se occupavão d'estas industrias. Têm-se feito

ultimamente descobrimentos de ouro que confirmão tudo quanto se tem dito relativamente á riqueza da terra. Aqui, como nos demais paizes de que se trata, a falta de vias de communicação é o principal obstaculo á activa exploração das regiões metalliferas.

A marinha mercante do Perú compunha-se em 1896 de 36 navios, o porte de cada um dos quaes era superior a 50 toneladas, sendo o seu porte total de 9,953 toneladas, e de 96 navios o porte de cada um dos quaes era inferior a 50 toneladas, sendo o porte total destes ultimos de 1,246 toneladas.

Os principaes portos da republica são o Callao, Huacho, Ancon, Pacasmayo, Chola, Mollendo, Eten, Supe, Pisco, Salaverry, Payta, e Chimbote, os quaes todos têm bons cáes, ao passo que o Callao tem um estaleiro fluctuante cujo comprimento é de 300 pés.

A róta de vapores que tem mais importancia para os Estados-Unidos é a róta entre Panamá e Valparaiso, que é monopolisada juntamente pela Companhia de Navegação a Vapor do Pacifico, e a Companhia Sul-americana de Vapores, já mencionadas.

Os vapores destas linhas enlação em Panamá com os vapores do Pacific Mail que se dirigem a San Francisco, e em Colon, da outra banda do Isthmo, com vapores com destino a Nova-York, Nova-Orleans (numa direcção) e com os principaes portos da Europa. Ha diversas linhas de vapores mercantes que se occupão no commercio estrangeiro e de cabotagem, os quaes tocão em portos do Perú.

Não ha estradas no Perú. O Indio, o mú e a lhama fornecem a maior parte das facilidades de transporte.

O Perú gastou 36,000,000 libras esterlinas na construcção de seus caminhos de ferro, e os constructores fizerão algumas maravilhas de engenharia que forão das mais prodigiosas que tem visto o mundo.

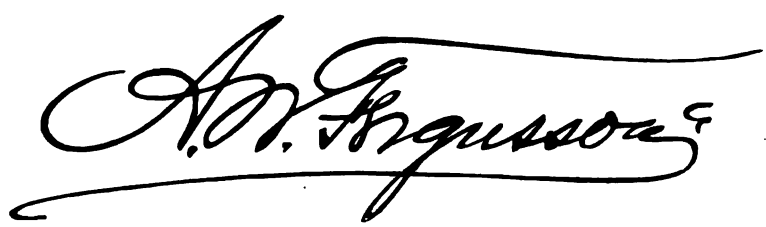
Em 1895, o comprimento total das linhas de estradas de ferro era de 924 milhas, das quaes 800 pertencem ao Estado.

Estas ultimas linhas pertencem a dez linhas, as quaes, com os depositos de guano, as minas e os terrenos estadoaes forão hypothecadas por 66 annos á Corporação Peruana, cujos membros são em grande parte capitalistas inglezes. Ha seis linhas de estradas de ferro possuidas e exploradas por companhias particulares. O Governo tem em serviço 1,491 milhas de linhas telegraphicas.

Ver-se-ha, pelo que antecede, que a natureza tem sido muito prodiga de seus dons ás quatro divisões geographicas mencionadas, e que todo o que lhes falta para tomar uma posicão invejavel na grande irmandade das republicas americanas é um incremento de população e communicações melhores e mais rapidas. As indicações feitas e os algarismos citados mostram que, pelo que toca ao ultimo requisito, as capitalistas dos Estados-Unidos não têm evidenciado sua previdencia e actividade proverbiaes.

Inutil seria fallar de novo das immensas vantagens que o canal de Nicaragua offereceria ao commercio a todo a costa occidental da America Meridional e ao littoral de Leste e do Golfo nos Estados-Unidos. Um paiz industrial deva procurar compradores do que fabrica; elles acham-se ao sul de nos-outros. As communicacões rapidas as trarão a nossas portas. As noticias estatisticas são cousas seccas e os homens em geral não gostam dellas. Podem dizer os incredulos que taes noticias são viciadas pela pretendida mendacidade do interesse, mas emquanto todas as cousas humanas ficarem imperfeitas, servirá a estatistica para um objecto util; mostrará, como as palhas que vôão no ar, a direccão do vento e das correntes commerciaes, e todos os que se interessão no commercio devem, como sabios marinheiros, desfraldar suas velas e dirigir a carreira de seu navio de modo a aproveitar assim aquelle como estas.

Disse o bispo BERKELEY que o curso do imperio se tem dirigido para o occidente. A estrella do commercio olha para a Cruz do Sul.



SENHOR SALVADOR DE MENDONÇA.

O Senhor SALVADOR DE MENDONÇA, que no dia 18 do mez passado collocou nas mãos do Presidente McKINLEY a carta que termina sua missão como Enviado Extraordinario e Ministro Plenipotenciario do Brazil juncto ao Governo dos Estados Unidos, cargo que tem desempenhado tão habilmente nos ultimos sete annos, leva comsigo ao partir para Lisboa, onde vai desempenhar outra honrosa missão diplomatica, a mais cordial estima do Governo e do povo dos Estados Unidos. O "Post" de Washington, referindo-se a sua partida, expressa admiravelmente o agradecimento dos Estados Unidos para com tão distincto diplomata, pelas "amplas vistas de estadista que sempre o animaram, pelo tacto e a habilidade que sempre manifestou em sua diplomacia e, sobretudo, pela amizade invariavel que sempre mostrou para com a nossa nação."

O Sehnor MENDONÇA herdou dos radicaes dos tempos da Regencia os politicos amplamente liberaes que professa, com os quaes se identificou desde sua mocidade, quando como advogado do fôro brazileiro, ajudou em estabelecer um periodico republicano no Rio de Janeiro, o primeiro do seu genero que se publicou durante o Imperio, principios pelos quaes tem continuado a advogar até hoje com enthusiasmo e tenacidade. O Imperador do Brazil, que jamais mostrou antipathia pelos republicanos doutrinarios nem aversão a envial-os para o estrangeiro em representação do paiz, escolheu, ha vinte e tres annos o Senhor MENDONÇA para que desempenhasse o cargo de Consul Geral do Brazil em New York, e desde então tem tido opportunidades excepcionaes, as quaes aproveitou com grande zelo, para fazer um estudo profundo das instituições que sempre o interessaram e para formar um conhecimento mais perfeito dos jurisconsultos e estadistas cujas doutrinas aprendeu a reverenciar desde moço.

O Sr. Ministro MENDONÇA não tem sido sómente um simples observador. A amplitude das ideas politicas e a adhesão resoluta aos principios do governo popular que professa este representante da mais nova das Republicas do continente meridional, têm servido de inspiração e têm ajudado durante os ultimos sete annos, os que têm a seu cargo os assumptos de todo este continente, para adoptar medidas que têm por fim levantar seus paizes respectivos

e trabalhar pela paz e pela honra nacional. Como diz o editorial do "Post": "Desde o principio até o fim tem sido incansavel em trabalhar para tudo que tendesse a cimentar mais solidamente as relações dos Estados Unidos com sua progressiva Republica." Os serviços que prestou no arranjo de um tratado de reciprocidade com os Estados Unidos, em 1891; seus esforços energicos na Conferencia Pan-Americana, com o fim de estabelecer um tribunal internacional permanente para o arbitramento pacifico das controversias que se suscitassem, e seu apoio zeloso á Secretaria das Republicas Americanas, representante da União Internacional, é tudo de tão recente data que não ha necessidade de mencional-o.

Durante sua residencia nos Estados Unidos, o Sr. MENDONÇA, por seus discursos em publico, por sua collaboração nas principaes publicações do paiz, pela esplendida hospitalidade que sempre estendeu a todos, conquistou a estima das pessoas cultas. Seus artigos na "North American Review," o discurso pronunciado perante os fabricantes de Philadelphia, e o de despedida que publica hoje o BOLETIM, possuem em inglez um encanto de estylo, tanto mais notavel quanto que aquella não é sua lingua materna. Em seu lar, a sociedade artistica e litteraria de Washington achou-se sempre rodeada de refinamento e cultura, e foi alli que os representantes diplomaticos da Europa e da America, chegaram a estabelecer uma intimidade entre si, como talvez não existisse antes em Washington.

Eis o discurso do Ministro Sr. MENDONÇA e a resposta do Presidente MCKINLEY.

O Ministro expressou-se nos termos seguintes:

Sr. PRESIDENTE: Tenho a honra de collocar em vossas mãos a Carta Revocatoria, pela qual o Presidente dos Estados Unidos do Brazil dá por terminada minha missão juncto ao Governo dos Estados Unidos da America.

Esperando que V. Exª possa concordar com a crença expressada por meu Governo de que eu haja, no cumprimento das instrucções que recebi, desempenhado os deveres de minha missão de modo agradavel a vosso Governo, e addicionando á expressão dos sinceros votos do Presidente da Republica do Brazil pela vossa felicidade e pela prosperidade de vossa Republica meus votos pessoaes, podia dar por concluido meu discurso official.

Mas amigos não se separam, no momento solemne em que a nação é chamada ás armas, com formulas diplomaticas sómente. Demais, minha divida de gratidão a vosso povo e Governo pelo modo por que me tendes tratado durante uma residencia de quasi um quarto de seculo, é tamanha que não posso despedir-me sem manifestar ao primeiro cidadão desta grande Republica meu apreço

cordial pela vossa benevolencia para com o observador de vossas instituições e o admirador do elevado character de vossa Nação.

Abrindo vosso territorio, desde os tempos coloniaes, como templo de refugio e assentando assim vossa nacionalidade sobre o solido fundamento da liberdade de consciencia; dotando a humanidade com os principios contidos na Declaração da Independencia; affirmando com a consolidação da União e com a abolição da escravidão que este continente ficava dahi em diante consagrado á Democracia, vosso povo postou-se na vanguarda como poderoso factor da civilização moderna. Intrepida deante do forte, magnanima para com o fraco, profundamente convencida de que a Justiça e o Direito são as pedras fundamentaes do Estado, e a equidade a verdadeira medida dos ajustes internacionaes; operosa, intelligente, respeitadora da lei e amiga da paz, vossa nação bem pode orgulhar-se das suas conquistas, e ninguem melhor do que eu teve opportunidade para convencer-se, depois de accurada observação dos homens e das leis, do vosso ininterrompido desenvolvimento e progresso.

Vi vosso paiz nos seus dias de alegria e nos de tristeza. Vi, nas festas do centenario de vossa Independencia, o mestre consummado na arte da guerra abrir o grande concurso das artes da paz, e revelar ao mundo a dupla grandeza da nação que, em dez annos, transformara as espadas e os canhões em instrumentos da industria. Vi o grande heroe quando o levaram a sepultar no coração de vossa grande metropole, no meio do lucto nacional, e testemunhei sua apotheose celebrada pela voz da União inteira. Vi o Primeiro Magistrado da nação cahir ás mãos de um assassino, e vi a Republica continuar firme e serena sob o imperio da lei. Nas suas alegrias ou nas suas tristezas a nação nunca perdeu por um momento a confiança nos seus altos destinos.

Visitei as varias regiões de vosso vasto territorio; conheço os homens activos do Leste, os generosos habitantes do Oeste e os cavalheirosos Sulistas; tive a fortuna de tratar com o estadista, o homem de sciencia, o artista, o manufacturereiro, o agricultor e o operario. O ideal de todos elles é a honra e a grandeza da Patria.

Cursei as trilhas modestas que conduzem a logares sagrados: Mount Vernon, onde dorme o Fundador; Hollywood, onde descansa Monroe; Oak Hill, onde Blaine reposa. Escutei á voz dos ventos que perpassam pelos ramos dos carvalhos que ensombram seus tumulos, e fiquei conhecendo o segredo de vossa grandeza. Possa ella ser exemplo e inspiração a todo o continente.

Foi minha aspiração, antes de deixar vosso paiz, sentar-me ainda uma vez ao redor da mesa em que todas as republicas americanas restabelecessem em base mais solida o accordo esboçado no tratado não ratificado de 28 de Abril de 1890, distribuindo a responsabilidade da politica de Monroe pelos signatarios do pacto, conforme é devido ao seu character soberano. Abençoado o dia que testemunhar a reunião de tal congresso, primeiro passo para a instituição de uma dieta americana, supremo tribunal dos negocios internacionaes de nosso continente.

Aonde quer meu dever para com a patria me chame, posso assegurar-vos que meu coração e minhas sympathias estaram com vosso nobre povo e com o posta-estandarte da America republicana que está estendendo os postos avançados da liberdade humana até dentro das ultimas trincheiras do passado.

Sr. MINISTRO: Recordando os muitos annos de vossa efficaz e amistoza residencia official nesta capital e relembrando as agradaveis ligações que travastes com os membros deste Governo no desempenho de vossa honrosa missão, só posso lamentar que vossa transferencia para outro posto ponha termo ás relações pessoaes que vós tão cordialmente entretivestes com este Governo e com o povo deste paiz; ainda que deva ao mesmo tempo felicitar-vos pela nova prova de confiança em vossa capacidade e zelo que vosso Governo vos deu designando-vos para outra missão importante.

As palavras eloquentes que me dirigistes indicam que vossa longa residencia neste paiz e as muitas occasiões que tivestes de observar e tratar com nosso povo vos dotaram de uma percepção clara, a um tempo das origens historicas e moraes de nosso systema politico e intellectual e dos elevados propositos que sempre inspiraram nossa Republica em suas relações com as outras communidades da terra, quer sejam estas nossas vizinhas ou nossas amigas longinquas; nossas cooperadoras ou nossas rivaes generaes nas trilhas da industria e commercio; quer alliadas a nós pelos laços de sangue e similaridade de formas constitucionaes ou separadas por differenças de raça e de estructura governamental. Durante quasi um quarto de seculo residistes entre nós, espectador do nosso desenvolvimento domestico e observador attento dos grandes problemas sociaes e politicos que têm tão gravemente preoccupado todas as nações durante estes ultimos annos do seculo mais agitado do mundo, e aos quaes não foram alheios os Estados Unidos, posto que conservando-se firmemente na senda que a si proprios haviam traçado. Embora dolorosa a actual provação ou difficil o problema do momento, vós o vistes confrontado pela calma razão e extrema fortaleza do nosso povo, fornecendo um testemunho addicional da sabedoria daquelles que fundaram a Republica sobre as bases immutaveis da união, da justiça, do domino das paixões e da caridade para com todos.

Desejo-vos, Sr. Ministro, toda felicidade pessoal no novo campo em que ides exercer vossa util actividade. Possam as lembranças que levais da amizade e estima aqui angariadas ser igualadas por aquellas que vos esperam em outra região.

Dizendo-vos assim adeus, peço-vos de ser o portador das mais vivas e fraternaes saudações deste Governo e povo ao Brazil e seus cidadãos e da confiança que nutrimos que elles colherão por muito tempo os fructos de sua dedicação á causa do Governo do povo pelo povo, e de que as bençõs da paz, do progresso e da abundancia lhes estarão sempre reservadas.

Peço-vos de assegurar ao Presidente da Republica meus votos cordeaes pelo seu bem-estar.

REPUBLICA ARGENTINA.

O DESTINO DAS PRINCIPAES EXPORTAÇÕES PARA O ANNO DE 1897.

A seguinte tabella que mostra o destino dos principaes artigos que se exportaram da Republica Argentina no anno de 1897, é

extrahida da *Review of the River Plate* de 29 de Janeiro de 1898, e é compilada de estatisticas officiaes do governo:

	Reino Unido.	Estados Unidos.	França.	Allemanha.	Belgica.	Italia.
Couros de boi seccos	9,515	1,209,929	91,285	289,051	210,080	482,529
Couros de boi salgados	28,476	.....	109,318	352,717	372,604	29,413
Couros de cavallo seccos	.....	.....	6,828	74,418	1,989	.....
Couros de cavallo salgados	.....	.....	11,206	68,490	9,855	.....
Pello de carneiro..fardos	11,190	1,040	48,075	3,539	1,934	4,939
Pello.....do	267	851	469	642	2,059	462
Sebo.....pipas	5,837	.....	8,574	919	414	10,747
Do.....barris	10,511	.....	4,011	2,570	1,580	432
Do.....toneis	1,571	.....	11,205	1,375	750	3,517
Pelles de cabra...fardos	.....	2,590	1,006	.....	2	.....
Lã.....do	19,462	49,675	188,110	97,977	80,202	18,546
Carneiros gelados	2,009,075	.....	57,358	.....	.....	.....
Trigo.....toneladas	10,802	.....	811	1,233	14,308	25
Milho.....do	69,255	.....	44,712	8,271	51,772	16,202
Linhaça.....do	51,852	.....	43,767	6,898	16,655	2,138
Farinha.....do	.....	.....	.....	.....	29	.....
Farelo.....do	289	.....	16,811	23,456	3,460	583
Farelo grosso.....saccos	5,626	.....	150,002	.....	.....	252
Sementes de oleo...do	23,258	.....	4,263	94,908	9,481	364
Sementes para passaros, saccos	.....	31	1,127	.....	3,069	.....
Feno.....fardos	1,512	.....	2,419	.....	2,061	630
Quebracho....toneladas	1,160	2,968	3,697	38,713	11,942	8,710
Tabaco.....fardos	.....	.....	.....	3,815	46	.....
Manteiga.....latas	15,402	.....	.....	.....	.....	.....
Assucar.....toneladas	22,058	5,099	.....	.....	.....	.....

	Hespanha.	Colonia do Cabo.	Brazil.	Encommendas.	Outros paizes.	Total.
Couros de boi seccos	206,024	.....	.....	.....	2,000	2,500,704
Couros de boi salgados	2,674	.....	.....	42,662	.....	937,864
Couros de cavallo seccos	117	.....	.....	.....	.....	83,352
Couros de cavallo salgados	.....	.....	.....	.....	.....	89,551
Pello de carneiro..fardos	9	.....	.....	.....	.....	70,726
Pello.....do	.....	.....	.....	.....	.....	4,750
Sebo.....pipas	3,779	.....	3,802	.....	.....	34,072
Do.....barris	2,345	.....	5,441	.....	2,345	29,235
Do.....toneis	3,487	.....	6,171	.....	289	28,365
Pelles de cabra...fardos	7	.....	.....	.....	.....	3,605
Lã.....do	43	.....	.....	.....	.....	454,015
Carneiros gelados	.....	.....	.....	.....	.....	2,066,433
Trigo.....toneladas	57	12	46,249	18,156	2,636	94,289
Milho.....do	3,172	9,994	101,068	58,735	11,258	374,439
Linhaça.....do	14	.....	201	45,312	1,015	167,852
Farinha.....do	.....	.....	40,461	2	132	40,624
Farelo.....do	253	242	1,799	684	70	47,647
Farelo grosso.....saccos	.....	.....	.....	.....	50	155,930
Sementes de oleo...do	188	.....	.....	.....	.....	132,462
Sementes para passaros, saccos	.....	.....	11,461	5,268	.....	20,956
Feno.....fardos	.....	38,035	671,266	4,948	12,474	733,354
Quebracho....toneladas	.....	.....	.....	55,070	1,260	123,526
Tabaco.....fardos	.....	.....	.....	180	.....	4,041
Manteiga.....latas	2	.....	462	.....	.....	15,866
Assucar.....toneladas	.....	97	.....	13,120	.....	40,374

BRAZIL.

COMMERCIO DE PERNAMBUCO EM 1897.

A Secretaria de Relações Exteriores da Grã Bretanha, publicou recentemente o relatorio do Vice-consul, Mr. WILLIAMS, sobre a industria e o commercio do districto consular de Pernambuco durante o anno de 1897.

Referindo-se ao projecto do ex-Governador BARBOZA LIMA, de introduzir e desenvolver o systema de engenhos centraes, ou "Usinas," o Consul WILLIAMS diz que devido á baixa de cambio e á administração pouco judiciosa, aquella meritoria empreza não tem obtido resultados satisfactorios. Diz-se que o commercio em lençarias em Pernambuco, está, em sua maior parte, em mãos de tres casas suissas, e os portuguezes e varias casas do paiz tem o resto deste ramo do commercio. Do relatorio se vê que ha em Pernambuco bom mercado para as manufacturas americanas desta classe, mas para assegural-o, será necessario fazer esforços energicos. O prospecto geral do commercio de importação, é muito favoravel na actualidade; têm-se feito grandes encommendas na Europa, por telegrapho, e dada a escassa quantidade que existe, crê-se que esta procura continuará por um periodo de tempo indefinido.

Assucar e algodão são os principaes productos e artigos de exportação do Estado de Pernambuco. A colheita de 1896–97 foi a menor a contar desde a de 1889–90; attribue-se esta diminuição principalmente ao máo tempo, tanto em quanto á secca, como ás chuvas, que estragou grandemente a canna e o algodão durante seu periodo de crescimento.

A colheita actual (1897–98) promette ser um pouco maior, mas não chegará á importancia da producção média. Os preços que se espera que obtenham estes productos, promettem dar em resultado o melhoramento das condições financeiras. A maior parte do algodão e do assucar, será consumida no paiz; a exportação destes artigos tem diminuido cada anno.

A nova lei de cabotagem que restringe o trafico aos navios brazileiros, que começou a vigorar a 5 de Dezembro de 1896, e que infundiu serios temores de que a marinha mercante brazileira não seria adequada ás exigencias do commercio, tem mostrado sua

praticabilidade. Têm-se estabelecido numerosas fabricas no Estado, as quaes estão funccionando satisfactoriamente; ha entre ellas uma fabrica de polvora e uma de juta. Tambem ha fabricas de algodão e fabricas de sabão e de phosphoros, que estão protegidas por uma alta tarifa e se encontram em condições prosperas. Abundam os braços, e o preço dos salarios é barato; as horas de trabalho são excessivamente longas e em algumas das fabricas de algodão se trabalha quatorze horas. Nos districtos agricolas um braço ordinario recebe trinta centavos por dia e trabalha desde nascer até o pôr do sol.

Pernambuco tem communicação por cabo, e além disto uma linha telegraphica que se estende ao longo da costa e que é propriedade do Governo. As tres companhias inglezas do cabo são a "Brazilian Submarine Telegraph Company," de Pernambuco a Europa via São Vicente (Cabo Verde) e Madeira; a "South American Cable Company," de Pernambuco a Europa, via Fernando da Noronha e Senegal na costa occidental da Africa; e a "Western and Brazilian Telegraph Company," na costa do Brazil, entre Pará e Santos.

A colheita de algodão no districto de Penedo, em 1897, foi de 21,000 fardos, que é um augmento de 5,000 fardos sobre a producção do anno precedente; os preços fluctuaram entre $1.90 e $2.30 por cada quinze kilos. A colheita de milho é muito grande, montando a 54,000 saccos, um augmento de 32,000 saccos sobre a do anno passado. A safra de assucar é quasi nulla, apenas montando a 10,000 saccos, pois uma grande inundação destruiu a canna em seu periodo de crescimento. O commercio em pelles de cabra e carneiro, soffreu grande diminuição; a entrada em Penedo que ha dous annos ascendia a 150,000 pelles mensaes, foi reduzida a 15,000 mensaes. Calcula-se em 70,000, o numero de couros salgados em secco.

Segundo informações de Ceará, está-se dando muita attenção ao cultivo de "maniçoba," e se espera que dentro de quatro annos haverá um milhão de arvores em perfeito estado de crescimento. A maniçoba é uma especie de *euphorbiacea*, cuja seiva contem gomma. Esta gomma é tão semelhante á gomma de Pará que nos mercados europeos vende-se sob o nome de "gomma do Brazil," sem fazer distincção alguma a respeito do Estado de

qual se exporta. A maniçoba abunda no Estado de Ceará, especialmente nos districtos de Ceará, Baturite e Itapipoca. Seu preço fluctua entre 58 centavos e $1 por kilo. O processo de extracção desta gomma é pouco mais ou menos o mesmo que se segue nos Estados de Pará e Amazonas.

Segundo informações de Parahyba do Norte, a colheita de algodão naquelle districto é muito superior á de 1896, emquanto que a producção de assucar mostra uma diminuição. A maior parte do assucar que se produz em Parahyba se exporta para Rio e os portos do sul; o resto é enviado para os Estados Unidos.

O Vice-consul, o Sr. BOLSHAW, communica de Rio Grande do Norte que o anno tem sido muito favoravel para o algodão, o assucar e a gomma elastica. O algodão é vendido quasi em sua totalidade nos portos do sul do Brazil para ser empregado nas fabricas, emquanto que a gomma elastica, couros e pelles se embarcam para os Estados Unidos; a maior parte da producção de assucar se vende tambem naquelle mercado.

O MINISTRO BRAZIL.

O Senhor JOAQUIM FRANCISCO DE BRAZIL, nomeado recentemente Enviado Extraordinario e Ministro Plenipotenciario do Brazil nos Estados Unidos, foi formalmente recebido pelo Presidente MCKINLEY como successor do Senhor Ministro MENDONÇA, que foi enviado para Lisboa. O Senhor BRAZIL tem estado por muitos annos empregado no serviço diplomatico de seu paiz. O ultimo cargo que desempenhou foi o honroso e delicado de Ministro em Lisboa.

COSTA RICA.

SITUAÇÃO DAS FINANÇAS, INDUSTRIAS E INSTRUCÇÃO PUBLICA.

No 1° do corrente, conforme á lei, reuniu-se o Congresso Nacional em sessão ordinaria. O Presidente da Republica enviou naquelle dia a mensagem acostumada, na qual faz um ligeiro resumo do progresso geral do paiz durante o anno fiscal findo em 30

de Abril, e que é ao mesmo tempo o fim do periodo constitucional principiado em 1894.

A mensagem refere-se primeiramente ás recentes difficuldades com Nicaragua, e faz notar o fervor patriotico, o espirito de união e o enthusiasmo com que o paiz inteiro rodeou o Governo, e preparou-se para a defeza. Allude logo ás negociações de paz terminadas por um tratado de arbitramento firmado a bordo do vapor de guerra americano *Alert*, e conclue a este respeito, do modo seguinte: "Com este motivo, tenho prazer em cumprir um sagrado dever, o dever de consignar aqui, em nome do povo e do Governo de Costa Rica, um voto de especial reconhecimento aos illustrados Governos de Guatemala e dos Estados Unidos da America por seus bons officios em favor da paz, assim como a seus dignos representantes, senhores MERRY e LAINFIESTA, encarregados de tão importante e transcendente missão, na qual o Sr. LAINFIESTA teve a felicidade de obter activa collaboração e efficaz cooperção."

Com a excepção do incidente mencionado, a situação normal da Republica, sua marcha progressiva e os habitos de ordem e de amor á paz e ao trabalho, caracteristicos do povo de Costa Rica, não têm soffrido a menor alteração.

As relações de amizade que Costa Rica cultiva assiduamente com as nações da America e Europa, são cada dia mais estreitas e cordiaes, e actualmente não ha questão pendente com nenhuma dellas que pudesse perturbal-as ou pelo menos enfraquecel-as. Para chegar a este resultado, de que o paiz deriva, não obstante sua pequena superficie, bem marcadas provas de apreço e consideração por parte de nações poderosas por sua grandeza e cultura, o Governo não tem omittido esforço algum, dentro dos limites do decoro, nem tem sido remisso no cumprimento dos deveres que as leis internacionaes e a cortezia lhe impõem.

O estado da instrucção publica é florescente. Sem deixar de attender, como é devido, a instrucção profissional e secundaria, o Governo tem dado attenção, com preferencia, ao ensino primario, porque este é obrigação inilludivel do Estado e necessidade peremptoria do povo.

Não ha nada de que os cidadãos de Costa Rica possam ser mais orgulhosos do que o estado da instrucção publica, o enthusiasmo com que é promovida e a efficaz protecção que recebe por parte do Governo.

Para mostrar o desenvolvimento da instrucção durante a administração, bastará indicar que o numero das escolas em 1893 era de 280, e em 1898, de 388; que a assistencia média naquelle anno era de 17,517, e é hoje de 23,134 alumnos. O numero de edificios escolares em 1893 era de 167, e em 1898 é de 259, havendose augmentado o numero de professores com 332 durante igual periodo. As juntas de educação possuem 259 edificios escolares, têm em construcção 31, e em projecto 78. O valor da propriedade escolar, adquirida em sua maior parte com os recursos directos do povo e com auxilios liberaes do Governo, no mesmo periodo, é superior a um milhão de pesos. Esta simples comparação é testemunho eloquente da devoção do Governo á educação, considerando-a como um dos privilegios mais apreciados que se podem dar ao povo.

Depois de attender á conservação da ordem publica e da tranquilidade social, depois de fundar em bases solidas a educação moral e intellectual dos povos, nada ha de mais proveito para os mesmos do que dedicar a attenção do Estado ao desenvolvimento dos interesses economicos, visto que constituem elementos indispensaveis para a prosperidade e bem-estar das nações. Levar á pratica esta doutrina pelos meios que aconselha a experiencia, sem perder de vista as condições peculiares do paiz, assim nos factores da producção como nos agentes do cambio internacional, tem sido a tarefa emprehendida pelo Governo com fé insuperavel, com resolução sem vacillação, com a inteireza que funda-se no intimo convencimento do bem que se realisa.

São base indispensavel para levar a cabo este proposito, a boa organisação do Thesouro publico, a honrada administração das rendas que o formam, e o conveniente emprego das mesmas. O Governo possue este, e por meio de seu poderoso auxilio tem podido fazer face a fortes compromissos pecuniarios contrahidos por administrações anteriores, e emprehender obras de grande conveniencia para o augmento da riqueza e para o desenvolvimento do paiz.

As rendas publicas durante o anno fiscal de 1897–98, montaram a $8,424,104. Esta quantia é superior á das rendas do anno anterior por $936,935, excede á quantia orçada em $320,172. As despezas montaram a $8,315,455, o que, como se vê, deixa um saldo de $108,650.

O Governo, firme no proposito de que o estabelecimento do systema monetario baseado no ouro, tenha o exito desejado, tem depositado $1,000,000 em ouro, e propõe-se tomar medidas que assegurem a circulação deste metal antes do tempo previsto quando se decretou a reforma monetaria.

Bem conhecido é o importantissimo papel que o credito desempenha no desenvolvimento economico de um paiz. O do Governo, no interior da Republica assim como no exterior, goza de plena confiança pelo fiel cumprimento dos compromissos adquiridos, principalmente o do serviço da divida estrangeira, attendido com a maior promptidão.

Entre as obras publicas, figura em primeiro lugar a construcção da Estrada de Ferro do Pacifico, por causa de sua importancia para o paiz, De 1,000 a 1,200 homens estão empregados nos trabalhos; estes se executam com a maior actividade. As primeiras 15 milhas estão promptas para collocar os trilhos, e segundo informação da empreza constructora, no mez de julho ou Agosto, a linha estará concluida até o rio Grande, n'uma distancia de 25 milhas. O contractante espera ter concluida a estrada de ferro até Tivives no anno proximo, assim completando a linha interoceanica entre Limón no Atlantico e Tivives no Pacifico.

No porto de Tivives, situado no golfo de Nicoya, perto de Puntarenas, vão-se construir varias obras de melhoramento, e com este objecto o Governo está em negociações com uma proeminente casa franceza que ja tem feito os estudos necessarios.

Muitas outras obras de utilidade publica têm sido emprehendidas e se tomam esforços para concluil-as. Entre ellas são a Escola Nacional de Correcção, varias estradas de rodagem, o saneamento, ampliação por meio de um quebra-mar, e outros melhoramentos do porto de Limón.

O Presidente elogia o comportamento do exercito que marchou para á fronteira com motivo das difficuldades acima mencionadas, e conclue a mensagem com estas palavras:

"Arranjada a paz em condições honrosas, o exercito, inimigo por temperamento e por tradicionaes costumes de aventuras militares, recorda o lar querido e volta para elle para entregar-se de novo aos tranquillos gozos da familia e ao trabalho."

PRESIDENTE IGLESIAS—INAUGURAÇÃO DO NOVO PERIODO.

O novo periodo presidencial foi inaugurado no dia 8 do corrente, segundo lei e costume. O Presidente IGLESIAS, reeleito para este novo periodo, confirma em seu discurso de inauguração, o programma de sua progressiva primeira administração, o qual cerra com o significativo paragrapho seguinte:

Ao terminar meu primeiro periodo de Governo, seja-me permittido consignar na presente mensagem, como expressão sincera do sentimento publico, que estou seguro de interpretar fielmente, a gratidão que a nação sente para com todas as colonias estrangeiras residentes no paiz, por seu espontaneo e generoso concurso para fazer frente ás calamidades resultantes do estado de guerra em que, ha pouco, se encontrava a Republica. Esta attitude, tão nobre como cordial, é considerada por Costa Rica como uma correspondencia á affeição que ella professa e guarda pelas colonias estrangeiras, por sua lealdade e por seu effiçaz apoio na obra de nosso progresso.

EQUADOR.

CONSTRUCÇÃO DE UMA ALFANDEGA EM GUAYAQUIL.

Por ordem do Ministro das Obras Publicas se solicitam propostas para a construcção de um edificio para a alfandega de Guayaquil.

Os planos e todas as informações relativas aos mesmos e á maneira como tem de ser construido o edificio, poderão ser obtidos pelos interessados no escriptorio do Secretario da Provincia na Casa do Governo.

A lei das alfandegas dispõe que 4 por cento da taxa addicional sobre os direitos de importação se applique ao pagamento dos gastos de construcção de dito edificio. Calcula-se que a importancia da taxa addicional será por termo medio de 15,000 sucres por anno, e tem-se disposto que a quantia a que ascenda 4 por cento, deve ser depositada desde o 1° de Janeiro do presente anno.

A pessoa ou associação que obtenha o contracto deverá pagar ao Governo, antes de assignar aquelle, 6,000 sucres como preço dos planos para o edificio.

As propostas serão recebidas na Secretaria da Provincia e nos consulados do Equador em New York, Paris, Liverpool, Bruxellas, e Hamburgo, até 31 de Agosto de 1898.

NOTAS INDUSTRIAES.

Segundo noticias recebidas as provincias de Los Rios e Guayas produzirão este anno, uma excellente colheita de cacáo que é o

principal producto daquella região. Diz-se que a situação financeira da Republica é muito satisfactoria e sob a influencia do estado de paz que prevalece no paiz, e do regimen liberal do presidente ALFARO, a perspectiva geral é muito promettedora.

Celebrou-se um contracto com os Senhores DRAKE, STRATTON & Co. para a construcção de uma estrada de ferro desde a costa a Quito, e o Sr. HARMAN foi a Londres para completar os arranjos para o começo dos trabalhos.

NICARAGUA,

LEI RELATIVA A EXPLOSIVOS.

As seguintes disposições relativas a explosivos em Nicaragua, serão de interesse em relação á questão palpitante do canal de Panamá e especialmente aos que se propõem explorar a industria mineira do paiz:

SECÇÃO 5ª. Nenhum particular pode ter em seu poder mais de 2 libras de polvora, 5 libras de chumbo, 500 capsulas e 200 cartuchos, ainda quando guarde estes artigos em differentes lugares; mas os proprietarios de duas ou mais plantações ou emprezas podem guardar em cada uma d'ellas as quantidades acima especificadas.

SECÇÃO 6ª. Os que infringirem a disposição anterior e os commerciantes que não cumprirem com as ordens dadas na secção 2ª da lei, serão processados e punidos como contrabandistas.

SECÇÃO 7ª. Os mineiros ou outros industriaes que tenham de conservar para seus trabalhos mais polvora do que se permitte pelo paragrapho 6º, devem obter autorisação especial do Ministerio da Fazenda, a qual será concedida ou negada segundo os meritos da informação, em cada caso.

CONTRACTO COM A "PACIFIC MAIL STEAMSHIP COMPANY."

O Consul inglez, em Granada, communica á Secretaria de Relações Exteriores da Inglaterra, em data de 25 de Março, que o Governo de Nicaragua renovou o contracto com a companhia de vapores "Pacific Mail Steamship Company," para o serviço de malas, frete e passageiros com os portos de Corinto e San Juan del Sur. Por este arranjo, os referidos portos terão communicação directa com New York tres vezes por mez, em lugar de duas como até agora.

URUGUAY.

EXPORTAÇÃO DE CEREAES.

O Sr. SWALM, Consul dos Estados Unidos, informa á Secretaria de Estado da exportação de trigo, farinha e milho do Uruguay, nos annos seguintes:

Anno.	Trigo	Farinha.	Milho.
893	$169, 377	$433, 027	$23, 277
894	1, 382, 808	964, 372	882, 808
895	2, 079, 761	681, 744	797, 761
896	161, 112	733, 282	866, 869
897	392, 637	612, 356	34, 565

Alem destas quantidades, exportaram-se durante os mesmos annos productos de trigo no valor de $300,000. O Consul SWALM diz que, em circumstancias normaes o Uruguay pode fazer concurrencia com os Estados Unidos, a respeito dos productos acima mencionados, nos mercados do Brazil e ainda da Europa. Cada anno se dedicam novas terras ao cultivo destes productos. Segundo Consul SWALM, a exportação total de cereaes durante os quatro annos que começaram em 1894, foi no valor de $1,902,823, emquanto que a nos quatro annos anteriores foi de $2,246,855, o qual mostra um augmento em favor do primeiro periodo de $8,655,968.

PROCURA DE ARDOSIAS DE TELHADO.

O Consul SWALM faz o seguinte relatorio relativo ao augmento na procura de ardosias de telhado no Uruguay, pois os architectos modernos têm achado que podem construir com este material, telhados mais baratos e melhores. As ardosias que se empregam são as de menor tamanho, 9 x 13 pollegadas. Custam $20 por milheiro, mas a esta quantia tem de accrescentar os direitos de $11.55 por milheiro. As ardosias redondas custam $21.80 por milheiro, mas os direitos são os mesmos. O preço ao retalho, como se usa nos calculos dos carpinteiros, é de $34 a $36 por milheiro, alem do que se cobra para sua collocação. Não se usam as ardosias de tamanho de 10 x 20 ou 12 x 12, pois as de tamanho menor dão resultados satisfactorios.

Os valores que aqui se dão estão representados em pesos do

Uruguay. As ardosias que vêm da Inglaterra, pagam um frete, a bordo de lanchas, de $3.50 por tonelada, com as avarias ordinarias por conta do dono. A procura de ardosias augmentará, mas as casas americanas que quizerem vender neste mercado, deverão estabelecer um armazem e conserval-o bem sortido daquelle artigo, incluindo as ferragens necessarias. A ardosia americana de melhor qualidade pode encontrar aqui um mercado que será reduzido no principio, é verdade, mas que será augmentado com o tempo, pois a ardosia é o material que se usará no futuro. Mas é preciso tomar em conta que a quantidade deste material deve ser abundante sempre, de modo que se possa attender devidamente aos pedidos. A falta de seguir este methodo tem sido ruinosa em muitos outros ramos do commercio, não sómente para os interesses americanos, mas tambem para os inglezes, que persistiram em querer saber mais que os residentes, acerca dos costumes commerciaes do paiz, e preferiram a simples exhibição de amostras, que todavia permanecem expostas. Os italianos e os allemães aproveitaram-se dos conselhos dados em relatorios consulares, e têm obtido proveitosos resultados.

CULTIVO DO ALGODÃO NA AMERICA DO SUL.

Um representante da conhecida casa de GRACE & Co., de New York, a qual tem importantes e crescentes interesses na costa occidental da America do Sul, regressou recentemente aos Estados Unidos e communica que os agricultores do Chile e o Peru estão dedicando attenção especial ao cultivo do algodão. Em relação com este progresso agricola, existe o proposito evidente de fomentar importantes interesses manufactureiros. O Governo do Chile já tem dado o primerio passo neste sentido, supprimindo até o anno de 1892, os direitos sobre toda classe de machinas para a fabricação de tecidos, como já foi mencionado em um numero anterior do BOLETIM MENSAL. Como resultado desta isenção de direitos, uma grande quantidade de machinas americanas proprias para aquelle trabalho, tem sido embarcada para o Chile. Para alentar o cultivo e manufactura de algodão, assim como outras industrias, foi aberta recentemente em Lima uma exposição permanente para a exhibição de toda classe de machinas; e segundo noticias recebidas, os fabricantes dos Estados Unidos, da Grã

retanha e do continente europeo, estão-se aproveitando desta oportunidade para vender suas machinas.

A proxima conclusão da Estrada de Ferro Transiberiana, e o esenvolvimento dos remotos paizes orientaes, inaugurarão em eve uma nova era para o commercio e a industria naquella parte o mundo; e não é improvavel que o impulso dado ao cultivo e manufacturas de algodão na America do Sul, se deva aos trahentes prospectos deste commercio oriental.

OMMERCIO DE FARINHA COM A AMERICA DO SUL.

Na reunião annual da "Miller's League" (Confederação de oleiros) que teve lugar recentemente em Indianapolis, se discutiu rgamente a questão de conservar e estendar o commercio de rinha dos Estados Unidos com o Mexico, America Central e do ul.

A discussão em geral versou sobre que os fabricantes de farinha, mo os outros fabricantes dos Estados Unidos, deviam dirigir seus forços á consecução de novos mercados. Muitos dos grandes oleiros já têm estabelecido com os paizes latino-americanos, rela-es commerciaes, as quaes, em sua maior parte, têm resultado ser uito satisfactorias, e os pagamentos ainda que verificados com ntidão têm sido seguros. A grande difficuldade para conseguir aior desenvolvimento neste ramo se deve á falta de facilidades ncarias americanas naquelles paizes. Disse-se alli que um oleiro de St. Louis, tinha conseguido desenvolver um grande com-ercio com a America Central e do Sul, e se indicou quão provei-so seria formar uma combinação de moleiros que trabalhassem commum accordo, pois ella poderia obter dos bancos, arranjos ue um homem só não podia obter.

Um dos moleiros que fallou na reunião, disse: "Minha casa tem ito alguns negocios com Costa Rica e Yucatan directamente; o rande obstaculo no negocio consiste na difficuldade de fazer as obranças, por falta de facilidades bancarias. Os commerciantes o honrados mas fazem seus pagamentos com muita lentidão, e epois de ter esperado muito tempo para fazel-o, provavelmente nviarão uma lettra a sessenta dias sobre alguma casa de New York."

Este relatorio expressa as ideas da maior parte dos commer-

ciantes dos Estados Unidos que têm tratado de estabelecer relações de commercio seguros com os paizes que estão situados ao sul dos Estados Unidos. O obstaculo principal com que têm luctado desde o principio, tanto os commerciantes como os fabricantes, é a difficuldade de conseguir facilidades bancarias. Além disto, as opportunidades tão escassas na communicação por vapor, é assumpto que salta á vista.

A FIBRA DO RAMIE.

EXPERIMENTOS FEITOS EM LIMOGES, FRANÇA.

O Sr. THOMAS BARRACLOUGH, de Londres, leu recentemente um relatorio no Instituto Imperial, sobre o cultivo do ramie e sua manufactura. O relatorio foi preparado e lido sob os auspicios da Sociedade de Artes e foi publicado textualmente no periodico da Sociedade.

Como resultado do convite do Sr. BARRACLOUGH, reuniram-se em Limoges, França, a 27 de Julho de 1897, varios cavalleiros interessados no cultivo, preparação e manufactura do ramie, com o proposito de inspeccionar os trabalhos experimentaes da machina descortiçadora "Faure."

O ramie que se empregou nesta experiencia foi cultivado na plantação do Sr. FAURE, nas vizinhanças de Limoges, e o experimento teve por objecto principal determinar si o trabalho do descortiçamento era tão satisfactorio, como o descortiçamento á mão que pratica na China.

Depois de uma extensa discussão sobre os varios pontos que se apresentaram, a seguinte resolução foi approvada por unanimidade e firmada por todos presentes:

LIMOGES, *27 de Julho de 1897.*

Os abaixo assignados, presentes ás experiencias feitas pelo Sr. FAURE com sua nova machina de descortiçar ramie, têm o prazer de declarar que têm ficado completamente satisfeitos dos resultados obtidos. Sua opinião é que o descortiçamento de ramie feito por meio da machina "Faure," é igual ao que se faz á mão. Exprimem sua opinião de que o problema do descortiçamento mechanico do ramie é resolvido de modo absolutamente satisfactorio.

Um dos cavalleiros presentes, o Sr. BLUNTSCHLI, administrador de um syndicato que tem grandes plantações de ramie em Sumatra, disse que tinha empregado a machina descortiçadora de Faure, com exito completo, e que ficava convencido de que a fibra por

aquella obtida era igual á que se obtem por meio do descortiçamento á mão, nos paizes orientaes.

O BOLETIM MENSAL tem chamado a attenção de tempos em tempos não sómente para os varios usos a que pode ser applicada esta valiosa fibra, mas tambem para a adaptabilidade dos paizes da America do Sul, America Central, Mexico, e parte dos Estados Unidos para o cultivo daquella planta. Tambem fez-se referencia ao facto de que a grande difficuldade de descortiçar e desgommar a fibra tem sido vencida por meio de varias invenções mechanicas. Parece que a unica cousa que fica por conseguir no desenvolvimento desta importante industria, é a associação de productores e fabricantes n'uma mais ampla cooperação.

COMMERCIO MISCELLANEO.

REPUBLICA ARGENTINA.

Projecto de Estradas de Ferro Subterraneas Electricas em Buenos Aires.

O Sr. JAMES G. KELLY pediu da municipalidade de Buenos Aires uma concessão para construir duas estradas de ferro subterraneas electricas naquella cidade. Os tunneis serão revestidos com concreta de sufficiente espessura para que possa resistir a pressão da terra, servindo ao mesmo tempo de substancia impermeavel; e a ventilação terá lugar por meio de aberturas na estrada ou nos pavimentos. Os trabalhos serão começados dentro de nove mezes depois da approvação dos planos, e o caminho deverá estar prompto para o serviço publico dentro dos tres annos subsequentes. O preço maximo de passagem não deverá exceder de quinze centavos, e não deverá exceder de cinco centavos o preço de frete de cada volume. Seis por cento do total das rendas corresponderá á municipalidade. As duas linhas, com as installações e material rodante passarão a ser propriedade da municipalidade, livres de carga ou compensação ao fim do prazo de noventa e nove annos.

Importação de Instrumentos Agricolas.

O Vice-consul britannico, em Rosario, diz que durante o periodo das boas colheitas de 1889 a 1894, encontraram um bom mercado no paiz, 135,000 toneladas de arame de cercas, 100,000 arados, 680,000 relhas de arado, 2,262 semeadores, 27,680 machinas de ceifar (incluindo desespigadores e engaveladores), 2,600 debulhadores e 7,000 machinas de joeirar, além de muitas toneladas de instrumentos de agricultura de menor importancia. Desde a crise e a falta de boas colheitas, a procura tem diminuido consideravelmente. O Vice-consul diz que a Grã Bretanha occupa o primeiro lugar, e os Estados Unidos o segundo, na importação desta classe de machinas.

Cultivo de Arroz em Tucuman.

Em Tucuman, a provincia assucareira da Republica Argentina, muitos agricultores têm-se dedicado ao cultivo do arroz, para o qual são favoraveis o clima e o solo daquella provincia. De 1895 a 1896, a terra plantada de arroz augmentou de 100 hectares a 264 hectares. Esta é uma area muito pequena mas o augmento é significante. Em ter-

A importação total de café nos Estados Unidos durante os doze mezes findo em 30 Junho de 1897, foi de 737,645,670 libras, ou dez libras por cabeça segunda a actual estatistica da população.

O café comprado pelos Estados Unidos foi importado de muitos paizes e esta importação procedeu dos continentes da America, Africa, Asia e Australia.

Os principaes paizes, em ordem de sua importancia, que exportaram café para os Estados Unidos, foram:

	Libras.	Valor em ouro.
Brazil	542, 887, 265	52, 792, 937
Venezuela	58, 913, 154	8, 300, 672
Mexico	28, 833, 870	4, 591, 909
Colombia	20, 939, 528	2, 834, 631
Costa Rica	19, 300, 381	2, 800, 652
Guatemala	11, 569, 772	1, 744, 411
Indias Hollandezas	11, 001, 036	2, 075, 157
Haiti	7, 299, 778	946, 700
Salvador	7, 147, 369	1, 072, 480
Aden	5, 118, 386	859, 602

Estes são os principaes paizes de onde o café foi recebido para supprir o mercado americano, que consumiu no valor de $81,544,000 (ouro).

VENEZUELA.

Projecto de Uma Linha de Vapores. O representante de um syndicato americano está actualmente em Venezuela, fazendo investigações sobre a conveniencia de estabelecer uma nova linha de vapores que faça o serviço entre a cidade de New York e os portos de Venezuela, tocando em algumas das Antilhas. O dito representante já tem contratado, segundo um relatorio recente, 2,000 toneladas de frete mensaes, que tem sido garantidas. O caminho que se projecta, comprehenderá as ilhas de St. Thomas, St. Kitts, Guadalupe, Martinica, as Barbadas e Trinidad. Esta empreza propõe-se tambem a communicação por vapor no rio Orinoco. Os interesses commerciaes dos Estados Unidos em Venezuela estão-se desenvolvendo em diversas direcções ao presente; tem-se estabelecido uma companhia intitulada "Building and Loan Company," em Caracas, e a maior parte do capital desta companhia virá da Republica do norte.

Concessão a um Syndicato Inglez. O Governo de Venezuela concedeu a um syndicato inglez, uma vasta extensão de terra conhecida com o nome de Territorios do Amazonas de Venezuela. A concessão comprehende quasi o monopolio da navegação do rio Orinoco, a exportação da gomma elastica, e um vasto projecto de immigração. Diz-se que esta companhia está tratando de obter dos Governos da Colombia e do Brazil, uma concessão analoga dos territorios do Amazonas pertencentes a cada um destes paizes e que são contiguos á fronteira de Venezuela. O territorio é muito rico e se communica por meio de canaes ou rios do Orinoco ao Amazonas. Duas commissões visitaram o paiz, em nome deste syndicato; uma, sobre a direcção do Professor Borolius da Universidade de Upsala, e a outra sob a do Maior S. Paterson de Argyll e Sutherland Highlanders.

Diz-se que o mesmo decreto dispõe que a exportação de todos os productos naturaes ou manufacturados de Guatemala, com a excepção do café, será livre de direito, a contar daquella data, e que si a baixa no preço do café continuar ou augmentar, o Executivo poderá, em qualquer tempo, supprimir os direitos sobre este producto.

HAITI.

Direitos dos Cidadãos dos Estados Unidos.

De noticias recebidas sabe-se que o Governo de Haiti, por um decreto executivo recentemente expedido, concedeu aos cidadãos dos Estados Unidos residentes em Haiti, os mesmos direitos e privilegios de que gozam os naturaes em assumptos de commercio e de trabalho. O decreto refere-se especialmente ás licenças commerciaes e ao commercio ao retalho.

PARAGUAY.

Introducção de Moinhos de Vento americanos.

A criacão de gado é a industria principal e a mais lucrativa do Paraguay, mas por falta d'agua nos ranchos, tem de levar o gado por muitas milhas de distancia para beber agua, o qual é um obstaculo para o desenvolvimento da dita industria. O Sr. RUFFIN, Consul dos Estados Unidos em Assumpção, indica a necessidade que existe alli de bons moinhos de vento de fabricação americana, os quaes podiam ser montados pelos criadores para tirar a agua, assim vencendo este grande inconveniente no desenvolvimento dessa industria.

PERU.

Estabelecimento de uma Fabrica de Phosphoros e uma Fundição em Callão.

Uma companhia com um capital de $40,000 foi estabelecido em Callão, para fabricar phosphoros de cera e de segurança. Como a industria está em sua infancia, o producto é todavia inferior aos phosphoros do estrangeiro. Concedeu-se permissão para o estabelecimento de uma fundição fôra da cidade, e se estão construindo obras de drenagem e aqueducto, a um custo de $300,000. Durante o anno de 1897, as rendas aduaneiras montaram a $2,100,000.

ESTADOS UNIDOS.

Exportação de Machinas para Fabrica de Assucar.

A exportação de machinas, para a fabrica de assucar, que teve lugar dos Estados Unidos para a America do Sul no mez de Abril, é a maior que se tem conhecido por muito tempo. Segundo o "American Exporter," as Republicas Argentina, Colombia e Salvador são os principaes mercados em que se vendem essas machinas. A exportação foi no valor de $50,000, de que a Republica Argentina recebeu dous terços e o resto foi vendido em Honda, Colombia, e em Acajutla, Salvador. Dizem que estas machinas importam-se exclusivamente para os grandes engenhos assucareiros e não para os pequenos engenhos movidos por força animal.

Consumo de Café.

Segundo o "Mexican Financier," o Mexico encontra e deverá encontrar sempre nos Estados Unidos o maís extenso mercado para a venda de seu café. O povo americano é o maior consumidor de café e este é um producto que não pode ser cultivado dentro dos actuaes limites deste paíz. As estatisticas commerciaes do anno fiscal, findo em 30 de Junho ultimo, contem as importações de café.

par leurs délégués, ont, d'un commun accord, voté les fonds né[illegible]c saires à l'établissement d'une association connue sous le nom[illegible]n "l'Union Internationale Américaine des Républiques América[illegible]ir pour la recherche et la prompte distribution d'informations c[illegible]oi merciales," qui serait représentée dans la capitale des Etats-U[illegible]n par un bureau nommé "Bureau des Républiques Américai[illegible]es. Cet organe des gouvernements indépendants du Nouveau M[illegible]nd était placé sous la surveillance du Ministre des Affaires Etrang[illegible]res, et devait exister pendant une période de dix ans à titre d'ess[illegible]i et être maintenu indéfiniment pendant des périodes successives de dix années dans le cas où les résultats seraient satisfaisants.

A la première session du 51e Congrès des Etats-Unis, cette Institution, par un "Acte autorisant l'emploi de fonds pour le maintien du service diplomatique et consulaire, etc.," approuvé le 14 juillet 1890, a donné au Président l'autorisation de mettre en vigueur les recommandations de la conférence autant qu'il le jugerait à propos, et a voté $36,000 pour l'organisation et l'établissement du Bureau; il a été stipulé par les délégués assemblés en conférence, que cette somme ne serait pas dépassée et que les Etats-Unis devraient chaque année l'avancer et la diviser ensuite entre les différentes Républiques, en proportion de leur population.

Le 26 août 1890, on a nommé Directeur, M. WILLIAM E. CURTIS, avec les instructions nécessaires à l'organisation du Bureau. En peu de temps, il a démontré la sagesse de la conférence, sous les recommandations de laquelle le Bureau avait été institué. Le Bureau a reçu presque immédiatement l'approbation du public par suite du soin et de l'habileté dont il a fait preuve en recueillant, en comparant et en publiant les renseignements relatifs aux ressources, à la croissance et aux occasions commerciales des Républiques de l'Amérique Espagnole, et en faisant voir à ces Républiques les nombreux avantages que leur offrent les marchés des Etats-Unis.

La Conférence a décidé que les attributions du Bureau seraient de préparer et de publier les Bulletins relatifs au commerce et aux ressources des Républiques Américaines, et de fournir des renseignements pouvant intéresser les manufacturiers, les commerçants et les expéditeurs. De plus, ces renseignements doivent

:tre, en tout temps, à la disposition des personnes désireuses d'ob-enir des informations au sujet des règlements des tarifs douaniers, .ussi bien qu'au sujet du commerce et de la navigation.

Les employés choisis par M. CURTIS se composaient de traduc-eurs de l'espagnol et du portugais. d'employés, de sténographes, :tc., dont la tâche était assez difficile. Dès le commencement, il levint nécessaire de former une bibliothèque de publications tatistiques et officielles des différents gouvernements contribuant ıux fins communes—bibliothèque qui est aujourd'hui unique sous ɔeaucoup de rapports. Elle est formée de littérature officielle et ɡénérale ayant trait aux Républiques Américaines qui ont offert ɡratuitement beaucoup de volumes, et elle reçoit régulièrement les ɔrincipales publications périodiques et les principaux journaux ɔubliés dans l'Amérique Latine. Ces derniers sont mis en liasse :t ont été très utiles au Corps Diplomatique et aux chercheurs le renseignements sur les nations méridionales. Il est impossible l'obtenir ailleurs une aussi grande quantité de renseignements, et il ı'y a pas de meilleurs pour l'étude des différentes coûtumes, sociétés, ıistoires et commerces de l'Amérique Espagnole. Voici le nom-ɔre des différentes publications dans la bibliothèque du Bureau: Reliées en toile, 1,542; reliées en papier ou brochures, 2,318; ɔublications périodiques, 140; journaux, 65, soit un total de ɟ.065 publications que l'on augmente tous les jours par voie l'achat ou de donation.

Le principal travail du Bureau pendant les huit années de son :xistence a été la compilation de guides et d'annuaires de com-nerce, qui ont été publiés et qu'on publie encore périodiquement ıu sujet de chaque pays qui contribue à son existence et des nom-ɔreuses colonies du Vieux Monde dans l'Hémisphère Occidental. Ces publications contiennent les informations générales et particu-lières que désirent les commerçants, les fabricants et les expéditeurs les continents américains. Elles proviennent de renseignements :eçus directement de sources officielles et authentiques sans aucun égard aux publications précédentes sur les mêmes sujets, et leur préparation a nécessairement occasionné beaucoup de travail, d'étude, de correspondance et de dépense. Cette dernière a été l'obstacle sérieux contre lequel les différents directeurs ont eu à lutter. Tous se sont bien rendu compte du grand champ d'utilité

qui attendait le Bureau dès sa création, et on doit les féliciter d'avoir tant fait, avec si peu de ressources à leur disposition, pour éclairer les peuples des pays formant l'Union Internationale sur leurs ressources respectives et leurs probabilités commerciales, pour encourager le commerce et pour étendre et élargir les relations fraternelles qui existent entre eux.

Lorsque le Bureau entreprit cette tâche attrayante, il y avait une grande ignorance au sujet de la condition politique, commerciale et sociale existant dans toutes les nations réunies maintenant pour le bien de tous. Il y avait, il est vrai, beaucoup de publications en anglais, soi-disant correctes en beaucoup de cas, mais qui manquaient absolument d'authenticité dans leurs rapports sur les pays de l'Amérique du Centre et du Sud. Le soin avec lequel on prépare les Bulletins du Bureau et la vérification à laquelle ils sont soumis avant la publication, par des fonctionnaires ou agents diplomatiques des gouvernements auxquels ils se rapportent, contribuent à les rendre dignes de foi, exactes et authentiques. Il est clairement démontré que ces qualités sont reconnues par suite de la révision dans le text e des encyclopédies populaires, des géographies et des livres de renseignements dans les écoles, concernant les contrées de l'Amérique Latine.

Dès le commencement, la demande des publications du Bureau a été très grande, dépassant de beaucoup la quantité disponible d'après les limites pécuniaires accordées au Bureau. Cet état de choses s'est présenté au premier Directeur, et a retardé sérieusement l'utilité du Bureau en empêchant plusieurs milliers de personnes de recevoir des renseignements qu'elles désiraient et auxquels elles avaient droit. Depuis son établissement, jusqu'en octobre 1893, on a distribué gratuitement les publications, et on a dû réserver nécessairement les éditions de cinq mille ou moins de chacune, aux quelques bibliothèques publiques, aux organisations commerciales et aux individus intéressés directement dans le commerce avec les pays auxquels elles se rapportaient. Pendant la première année de l'existence du Bureau, les demandes des Etats-Unis seuls s'élevaient à trente-huit mille, et les autres Républiques en demandèrent un nombre presque égal. Pendant la seconde année, la demande des publications prit des proportions si considérables et devint si nombreuses de la part des membres du Congrès pour leurs commettants, qu'à la première séance du

52e Congrès ce corps a commandé des éditions spéciales du BULLETIN principal pour être distribuées aux Sénateurs et aux Députés.

Les écoles puoliques, dont l'attention spéciale avait été appelée sur l'étude des affaires de l'Amérique Espagnole par suite de la réunion de la Conférence Internationale Américaine, étaient parmi les solliciteurs des publications du Bureau. Il était malheureusement évident qu'on ne pouvait en distribuer également parmi les bibliothèques publiques aux Etats-Unis, au nombre de plus de 11,000, en laissant de côté celles des Républiques Sœurs et les 120,000,000 d'habitants des dix-neuf Républiques intéressées. Pour faire face à ces exigences et aux demandes toujours croissantes de ceux pour qui le Bureau était établi, il y avait une question embarrassante qui de bonne heur e réclama l'attention des membres exécutifs du Bureau. Le second Directeur, M. CLINTON FURBISH, qui le 18 mai 1893 en prit la responsabilité jusqu'au 29 mars 1897, publia une circulaire en octobre 1893, exposant les faits, comme ci-dessus indiqués et annonçant que dorénavant on exigerait un prix modique pour toutes les publications afin d'en assurer la distribution impartiale. Cette tentative, que l'on croyait à première vue devoir diminuer les demandes, démontra en peu de mois que le Bureau s'était plus fermement établi sur les éléments commerciaux des différents pays intéressés qu'on ne s'y attendait en premier lieu. Les demandes de renseignements et de publications ont augmenté sensiblement, et on peut raisonnablement s'attendre à un revenu considérable qui aidera beaucoup à réaliser les plans du travail du Bureau.

Conformément aux recommandations de la Conférence Internationale Américaine, on a inauguré pendant l'administration de M. FURBISH la publication des BULLETINS MENSUELS, ayant pour objet de recueillir et publier des renseignements sur les différentes industries des différentes Républiques et les probabilités de profit dans leur développement. Le premier de ces BULLETINS a paru en octobre 1893, ayant pour titre "Le Café en Amérique." Le second a paru en novembre sous le titre de "Houille et Pétrole en Colombie." La publication a maintenant atteint son cinquième volume. Le format de cette publication, qui va toujours en augmentant, est la meilleure preuve de l'appréciation dont elle jouit par toutes les classes, au profit desquelles le Bureau a été établi.

Pendant l'année 1896, les représentants des pays qui composent "l'Union Internationale des Républiques Américanes" ont pris une mesure très importante. En vue d'accomplir les intentions évidentes des organisateurs de ce mouvement, on a communiqué une invitation aux représentants des nations formant l'Union, les priant de se réunir au Ministère des Affaires Etrangères des Etats-Unis en vue de se consulter sur le travail futur du Bureau et de son développement. Cette réunion a eu lieu le 1er avril 1896, toutes les nations indépendantes de l'Union y étant représentées, à l'exception de la République Argentine, la Bolivie, le Paraguay, Saint-Domingue et Haïti. Le trait dominant de la discussion qui a eu lieu, a été l'intérêt montré dans le travail du Bureau par ceux qui y assistaient, aussi leur désir d'augmenter son utilité.

On a nommé un comité de cinq memores pour faire un rapport sur le meilleur moyen de mettre à exécution les idées des représentants. Ce comité se composait de Señor Don Matías Romero, Envoyé Extraordinaire et Ministre Plénipotentiaire du Mexique; de Senhor Salvador de Mendonça, Envoyé Extraordinaire et Ministre Plénipotentiaire du Brésil; de Señor Don José Andrade, Envoyé Extraordinaire et Ministre Plénipotentiaire du Venezuela; de Señor Don Antonio Lazo Arriaga, Envoyé Extraordinaire et Ministre Plénipotentiaire du Guatémala, et de Señor Don Joaquin Bernardo Calvo, Chargé d'Affaires ad interim (élevé depuis au rang de Ministre Résident), de Costa Rica. Ayant consacré beaucoup de temps aux sujets qui lui étaient soumis, le comité a fait un dernier rapport le 4 juin 1896, qui fut adopté par les représentants comme base du Gouvernement des affaires de l'Union. Le rapport disait en effet, que l'intention de la Conférence Internationale Américaine était d'établir un Bureau d'un caractère entièrement international; qu'en vue de ce projet, il était désirable que les sujets des différentes contrées fussent également éligibles à toutes les positions dans le Bureau au moyen d'un concours; que l'intérêt commun serait mieux servi par l'accroissement du plan de travail du Bureau, en le constituant l'organe de l'Union, non seulement en vue de réunir et de distribuer les renseignements commerciaux, mais en s'occupant de tous les sujets relatifs à la vie économique et de la croissance des contrées de l'Union; que cet élargissement

du travail entraînait à une augmentation de dépense, tandis qu'on ne voulait pas dépasser les limites des dépenses votées dès le début; qu'on pourrait mieux faire face à cette augmentation dans les dépenses, par l'insertion d'annonces dans les publications du Bureau.

Là-dessus, le rapport recommandait que le Directeur du Bureau fût autorisé à prendre des mesures immédiates pour l'insertion d'annonces dans la publication, et de plus, le rapport proposait un plan pour la réorganisation du Bureau, renfermant certains règlements relatifs aux examens des candidats se présentant pour des positions. Ce plan proposait aussi la création d'un comité exécutif permanent, se composant de cinq des représentants des nations américaines qui constituent l'Union. Quatre de ceux-ci exerceront leur emploi, chacun leur tour, selon l'ordre alphabétique des noms de leurs pays dans l'une des quatre langues de l'Union, précédemment choisie au sort à un meeting des représentants, le Ministre des Affaires Etrangères étant toujours un membre ex-officio. A la fin de la première année, le premier membre du comité sera remplacé par le cinquième qui sera mentionné sur la liste alphabétique, le second membre sera remplacé par le sixième à la fin de la seconde année, et ainsi de suite. Le Comité Exécutif se réunira en session ordinaire le premier lundi de chaque mois, et en session extraordinaire quand il en sera prié de le faire par le Ministre des Affaires Etrangères, et il peut convoquer une réunion de tous les représentants de l'Union lorsque la majorité de ses membres la demandera.

Le Comité Exécutif agit comme conseil de surveillance de l'administration du Bureau, et trois de ses membres, soit en personne, soit par des agents désignés par eux, forment une section du comité pour l'examen des candidats aux places vacantes dans le Bureau. Il s'occupe du règlement des comptes du Bureau. Le Directeur doit faire un rapport aux gouvernements formant l'Union, aussitôt que possible après le 1er juillet de chaque année, sur le travail du Bureau pour l'année précédente. De plus de la présentation détaillée des recettes et dépenses pour l'année à laquelle il se rapporte, ce rapport indiquera les quôtes-parts que doivent payer les pays respectifs formant l'Union et comprendra une estimation des recettes et dépenses pour l'année suivante. On a demandé à chacun des gouvernements d'envoyer au Bureau

un recueil de ses lois, soit nationales ou fédérales, ainsi que de toutes les publications qui ont rapport à sa géographie, à ses industries, à son commerce et à ses ressources en général. Les publications du Bureau, sous forme de bulletins mensuels, de guides ou de monographes, se rapporteront spécialement aux affaires commerciales, telles que, droits de douanes, transports, budgets, statistiques, et tout sujet relatif au commerce et aux industries en général de la nation formant l'Union. De plus, le Bureau publiera des renseignements géographiques au sujet de découvertes et d'explorations et en général sur toutes choses pouvant augmenter la connaissance des conditions économiques et des ressources desdites nations.

Le BULLETIN MENSUEL de novembre 1896, était le premier bulletin publié avec des annonces, cet exemplaire contenant trente-neuf annonces de maisons commerciales importantes. L'exemplaire de janvier en contenait quarante-sept et depuis lors les annonces ont augmenté si rapidement que le BULLETIN, qui, au mois de novembre contenait cent quarante-et-une pages d'annonces et de sujets de lecture en contenait dans celui d'avril, 1898, trois cent vingt-quatre dont cent vingt-neuf étaient spécialement affectées aux annonces de commerçants des Etats-Unis.

Jusqu'au 1er mars, 1898, on sollicitait des annonces sur commission, mais on a cessé cette manière de faire. Les demandes spéciales de renseignements auxquelles le Bureau doit répondre chaque jour sont très nombreuses. Les demandes concernant le commerce, qui lui ont été adressées pendant les quatre premiers mois de son existene s'élevaient au nombre de sept cents, tandis qu'actuellement la poste lui en apporte un nombre aussi grand dans le même nombre de semaines. Ces demandes proviennent naturellement en plus grande partie de commerçants, de fabricants, et d'hommes d'affaires des Etats-Unis qui désirent augmenter leur commerce avec les Républiques du Sud et sous ce rapport, le Bureau est d'une utilité indispensable aux manufacturiers ou aux exportateurs de l'intérieur et de petites villes des Etats-Unis.

Ceux qui cherchent en général des renseignements sont les fabricants de fourniture de chemins de fer, de machines agricoles et minières, d'outils, de wagons, de meubles, de papeterie, de quincaillerie, d'articles en cuir, de bijouterie, de drogues, de produits

chimiques et aussi ceux qui sont intéressés dans d'autres branches d'industrie suivant leurs besoins et suivant aussi les demandes qui leur sont faites pour les marchés des pays du Sud. Le Bureau répond à ces demands d'informations autant qu'il lui est possible, pour satisfaire chaque demande en particulier, donnant des conseils et des renseignements à celui qui s'informe sur le climat et les conditions du marché qu'il a en vue, afin qu'il puisse préparer ses marchandises pour la circonstance et souvent il est mis en rapport avec des personnes qui l'aident volontiers à introduire et à vendre ses marchandises. Mais les chercheurs de renseignements ne se bornent pas à ce continent, ni aux commerçants et fabricants. On reçoit de l'Europe, aussi bien que des Etats-Unis, un nombre de lettres remplies de questions relatives au climat, au sol, aux lois, aux mines, aux gages payés, aux procédés agricoles, aux taxes, aux conditions sociales, etc., des républiques américaines. Le travail immense qu'occasionnait la réponse à ces demandes de renseignements qui comprennent un champ si étendu et prennent un temps considérable, a doublé le travail d'employés attachés au Bureau et en septembre 1897, on a crée une section de renseignements ayant pour objet de répondre, dans le plus bref délai et d'une manière aussi exacte et détaillée que possible, aux nombreuses demandes concernant les républiques de l'Amérique latine, qui arrivent au Bureau de jour en jour. Cette section est sous la direction de M. HENRY L. BRYAN, ex-premier secrétaire de Bureau de février 1891 au 20 mars 1893.

La Conférence Internationale Américaine a surtout recommandé la publication d'un code de nomenclature d'articles de marchandises d'exportation ou d'importation. Le travail de la préparation de ce code de termes commerciaux retomba sur le Bureau et on le termina en 1897. Le travail, tel qu'il est complété, forme trois volumes en anglais, en espagnol et en portugais avec les équivalents pour chaque cas dans les autres langues. Ce recueil est le fruit de sept ans de travail et il est généralement reconnu parmi les personnes faisant le commerce latin américain comme un travail de la plus grande utilité, contenant (comme il le fait) plus de 28,000 termes désignant des articles de commerce rangés par ordre alphabétique dans les langues citées. L'avantage que l'exportation et l'importation retireront d'une pareille publica-

tion est incalculable. On ne peut trouver en aucun dictionnaire espagnol ou portugais la plupart des termes qui sont employés, spécialement en parlant de machines et des différentes parties qui les composent, ainsi que des inventions électriques si nombreuses dans ces derniers temps. Le Ministère des Finances des Etats-Unis adopta, en janvier 1898, le code de nomenclature commerciale comme modèle à l'usage de toutes les douanes sous sa direction et on compte que la plus grande partie des nations intéressées dans le Bureau suivront cet exemple. Le travail le plus important de l'année 1897 a été la préparation de l'Annuaire de Commerce des Républiques Américaines, travail commencé sous le feu directeur, JOSEPH SMITH, que le Bureau a eu le malheur de perdre dans les premiers mois de l'année 1898, un an à peine après sa nomination.

Bientôt après son entrée au Bureau en qualité de Directeur (29 mars 1897,) M. SMITH a éte convaincu que l'un des moyens les plus efficaces pour le rapprochement plus étroit des manufacturiers et des commerçants des différentes contrées et par conséquent pour le développement de l'industrie et du commerce, était de leur fournir des renseignements, dignes de foi, sur les maisons intéressées dans les branches particulières de commerce ou de productions, accompagnés des dernières données relativement aux ressources, aux manufacturiers, aux usages commerciaux, aux lois relatives aux patentes et à la propriété littéraire, aux licenses commerciales, aux tarifs des douanes, aux règlements de passeports, aux lois minières, etc., des républiques américaines, des colonies des Indes Occidentales et de l'Amérique du Centre et du Sud, avec lesquelles ils sont si intimement associés dans les rapports commerciaux. Les commerçants des Etats-Unis ont reçonnu qu'un travail de cette nature était une des nécessités les plus pressantes pour le développement du commerce avec les contrées de l'Amérique Latine. Cette entreprise était d'une grande importance et entraînait des dépenses considérables d'argent et de temps. On l'a dirigée avec le plus grand soin, afin que les publications soient partout reconnues comme une autorité. On a publié le premier volume dans les huits mois qui ont suivi son commencement et le second volume paraîtra prochainement. Monsieur le Ministre SHERMAN, représentant le Comité exécutif du Bureau des Répub-

liques Américaines, accompagné d'autres membres du comité, a offert officiellement au Président Mc KINLEY le premier exemplaire du premier volume de l'Annuaire de Commerce publié par le Bureau le 11 novembre, 1897.

En présentant ce volume au Président, M. le Ministre dit que c'était la première fois qu'une pareille publication paraissait dans le monde. Les membres du Cabinet des Etats-Unis, les Pouvoirs exécutifs et membres des cabinets de toutes les contrées intéressées dans l'Union, de même que les principales chambres de commerce et sociétés commerciales ont envoyé au Bureau des lettres recommandant ce grand travail. Beaucoup des plus importantes maisons commerciales des Etats-Unis ont fait l'éloge de la publication comme étant la plus complète qui ait jamais paru et dont on avait le plus pressant besoin. Cette publication fait voir le profond jugement et l'esprit étendu du feu Directeur.

Au décès de M. SMITH, le Ministre des Affaires Etrangères a désigné comme Directeur intérimaire du Bureau, M. FRÉDÉRIC EMORY, Chef du Bureau du Commerce Extérieur et le 28 février, le Comité Exécutif l'a nommé Directeur. M. EMORY a repris le travail où son prédecesseur l'avait laissé et il s'occupe maintenant de mener à bonne fin les intérêts généraux de l'Union Internationale sur les bases établies par M. SMITH. M. EMORY a servi comme Secrétaire du Bureau de mars 1893 jusqu'au 17 avril, 1894, époque à laquelle il fut nommé Chef du Bureau du Commerce Extérieur (alors le Bureau de Statisque) dont les devoirs sont pareils à ceux de sa position actuelle comme Directeur. C'est seulement le 21 mai 1898 qu'on a nommé le successeur de M. EMORY en qualité de Secrétaire du Bureau, cette position étant restée vacante pendant cette periode. A cette date, le Comité Exécutif a nommé Secrétaire, Dr. HORACIO GUZMÁN.

Avant l'établissement du Bureau, un des plus grands obstacles au développement de commerce entre les Etats-Unis et leurs voisins du Sud et des Indes Occidentales a toujours été l'ignorance dans laquelle se trouvaient les commerçants et les manufacturiers du pays cité en premier lieu, en ce qui concerne les exigences particulières des marchés qu'ils désiraient contrôler. Comment éloigner cet obstacle au commerce et ouvrir ces marchés aux marchandises des Etats-Unis? C'est ce qui a été l'objet de

beaucoup d'études sérieuses. C'est ici que le Bureau vint au secours du commerçant et du manufacturier actifs et justifia le jugement sain de la Conférence qui avait décidé sa création.

Il y en avait qui décriaient comme chimérique l'entreprise de la Conférence Internationale Américaine et regardaient comme un projet extravagant et inutile la création du Bureau. Toutefois l'importance de cette association comme le grand facteur dans l'économie sociale et commerciale de tout l'Hémisphère Occidental a été démontrée d'une manière claire et pratique. Elle a été reconnue par le Congrès des Etats-Unis qui, dans l'année courante a donné preuve de son appréciation en votant un budget supplémentaire, allouant une forte somme pour faire face aux dépenses nécessitées par la collection, la classification et la publication de l'immense quantité de matières qu'on a données au public sous le titre de "Annuaire Commercial des Républiques Américaines" et aussi en votant à l'unanimité, l'allocation pour le maintien du Bureau pour la prochaine année fiscale.

Son importance a été reconnue par toutes les principales associations commerciales des Etats-Unis et des autres pays formant l'Union, et elle est mise en évidence par le grand nombre d'annonces que les maisons importantes du pays ont fait insérer dans le BULLETIN MENSUEL. Il est prouvé indubitablement que le Bureau a resserré les liens d'amitié entre les divers pays, a étendu le commerce et développé les importants intérêts commerciaux, d'un côté du moins, par l'augmentation énorme, pendant les huit dernières années, des communications postales entre les Etats-Unis et les pays de l'Amérique Latine. Et c'est un résultat très naturel; un Bureau qui place le producteur en communication avec le consommateur doit avoir une grande valeur dans le monde commercial et il n'a besoin que des moyens nécessaires à son existence, afin de démontrer plus clairement son utilité et son habilité à répondre à de si grands besoins.

RÉUNION DU COMITÉ EXÉCUTIF.

APPROBATION DES ACTES DU DIRECTEUR—NOMINATION DU SECRÉTAIRE DU BUREAU.

Le Comité Exécutif de l'Union Internationale des Républiques Américaines s'est réuni dans la salle diplomatique du Ministère des Affaires Etrangères, samedi le 21 mai, à onze heures du matin. Voici les noms des personnes qui ont assisté à cette réunion: le Ministre des Affaires Etrangères, l'Honorable WILLIAM R. DAY, président; Señor DON MATÍAS ROMERO, Ministre du Mexique; Señor DON JOSÉ ANDRADE, Ministre du Venezuela; Señor DON ANTONIO DEL VISO, Chargé d'Affaires de la République Argentine, et M. FRÉDÉRIC EMORY, Directeur du Bureau des Républiques Américaines. On a lu et approuvé un rapport du Directeur sur la condition des affaires du Bureau depuis sa nomination, le 28 février 1898. Le Directeur a dit qu'il a reçu de différentes sources, des lettres approuvant la méthode présente de conduire les affaires du Bureau. Ces lettres proviennent de différentes sources et même de personnes ayant des intérêts commerciaux tout à fait opposés. Il y a eu un échange général de vues parmi les membres du Comité à propos des détails des affaires du Bureau et on a paru satisfait des résultats de l'administration en vigueur depuis le 28 février. Le Comité a adopté à l'unanimité un projet autorisant le Directeur à nommer un Secrétaire en attendant la réorganisation finale du Bureau. Le Comité a décidé de se réunir à la fin de juin à une date convenable, qui sera fixée plus tard, pour examiner la question de l'avenir du Bureau.

Dans son rapport le Directeur a dit qu'il avait demandé la coopération de l'Association Nationale des Manufacturiers, du Musée Commercial de Philadelphie, de la Chambre de Commerce de New York et d'autres importantes organisations commerciales pour faire d'un commun accord aussi exacte et intéressante que possible, la liste des manufacturiers et des exportateurs spécialement intéressés dans le commerce de l'Amérique Latine, qui était en cours de préparation pour le second volume de l'Annuaire de Commerce, et qu'il a reçu une assistance avantageuse, qui l'encourage à espérer que les résultats en vue seront accomplis. La

plus grande partie du second volume de l'Annuaire ajouta-t-il, est imprimée, et on compte que le volume paraîtra vers le 15 juin. Attendu qu'on a trouvé que le prix fixé en premier lieu pour les deux volumes ($5) ne suffisait pas à couvrir les dépenses, on l'a mis à $10 pour l'ouvrage complet. Jusqu'ici ce changement n'a soulevé aucune objection et le Directeur pense qu'on vendra un nombre suffisant d'exemplaires de l'Annuaire d'après ce système pour contribuer matériellement à payer les dépenses sans occasionner aucune dépense au Bureau pour les demandes d'abonnements moyennant commission.

En vertu dit aussi que le changement dans la conduite des affaires du Bureau en abandonnant le système de demandes d'annonces pour le BULLETIN MENSUEL moyennant commission, au lieu de porter préjudice aux revenus du Bureau, au contraire fera atteindre le but primitif du Comité Exécutif en faisant avoir des fonds suffisants pour le développement constant de cette société. On a aussi informé le Comité qu'on a envoyé des circulaires pour inviter les commerçants et les exportateurs des Etats-Unis à s'abonner au BULLETIN MENSUEL et les réponses ont fait voir qu'il y aurait un nombre considérable d'abonnements.

En vertu de ses pouvoirs, le Comité Exécutif a nommé Secrétaire du Bureau, Monsieur le docteur HORACIO GUZMÁN, traducteur en chef de l'espagnol, en attendant l'organisation finale du Bureau. Depuis la démission de Monsieur FRÉDÉRIC EMORY, Directeur actuel, c'est-à-dire depuis le 17 avril 1894, il n'y a pas eu de secrétaire du Bureau. On a trouvé que les intérêts du Bureau réclamaient un fonctionnaire de ce genre, conformément aux vœux de la Conférence Internationale Américaine. Le nouveau secrétaire, Monsieur le docteur GUZMÁN, est un américain de race latine. Il peut parler en espagnol avec la plupart des représentants de l'Union et, vu sa connaissance spéciale des institutions et des systèmes de leurs pays, ses services sont de la plus grande valeur dans la transaction d'affaires avec ces représentants. Il est né dans la ville de Granada, Nicaragua, et est le fils du Général FERNANDO GUZMÁN, qui fut Président de ce pays de 1867 à 1871. Le docteur GUZMÁN a fait ses études à Paris et aux Etats-Unis et, à l'exception de courts intervalles, il a demeuré dans ce pays pendant dix-sept ans environ. Pendant neuf ans il a représenté le Nicaragua à Washington en qualité d'Envoyé Extraordinaire et de Ministre Pléni-

potentiaire. Il était membre de la Conférence Internationale Américaine. Après avoir passé un examen il a été nommé traducteur d'espagnol en juin 1896.

On a donné à Monsieur ARTHUR W. FERGUSSON, faisant partie des traducteurs du Bureau, la position laissée vacante par suite de la nomination du docteur GUZMÁN, sous l'autorité accordée par le Comité Exécutif le 28 février.

RELATIONS COMMERCIALES EN AMÉRIQUE.—XII.*

RESSOURCES INTÉRIEURES DE LA CÔTE OUEST DE L'AMÉRIQUE DU SUD.

Dans le BULLETIN MENSUEL du mois de décembre 1897, on a parlé du développement commercial de la côte ouest de l'Amérique du Sud, au point de vue particulier de ses relations avec les Etats-Unis. On se propose maintenant de parler succinctement de la richesse intérieure des contrées du continent sud qui bordent l'Océan Pacifique ou qui en sont adjacentes, à l'exception de la Colombie, dont on a parlé dans un article de cette série publié dans le BULLETIN du mois de mai.

Donc, les contrées sur le littoral de l'Ouest ou qui l'avoisinent sont, suivant l'ordre alphabétique, la Bolivie, le Chili, l'Equateur et le Pérou. Le premier pays cité est la République la plus élevée du Nouveau Monde, ses plateaux élevés entourés de sommets encore plus hauts, couverts de végétation, fournissent un lieu habitable pour l'homme, à une altitude plus élevée que tout autre endroit connu du globe. On estime sa superficie à 576,360 milles anglais carrés, avec une population d'environ 2,000,000 d'habitants. Quand on considère qu'il n'y a qu'un quart de blancs, il est facile de comprendre que la grande richesse naturelle de cet ancien empire des Incas reste en jachère et presque inexploitée. Les industries sont peu nombreuses, et l'agriculture même, la première occupation de l'homme, est dans un état peu avancé. On y trouve les céréales, les pommes de terre, les haricots, etc., en

*Le premier article de cette série traité par le Directeur, feu JOSEPH SMITH, a été publié dans le BULLETIN MENSUEL pour le mois de juillet. La serie sera continuée par différents collaborateurs sur les bases établies par M. SMITH.

quantités suffisantes seulement, pour répondre à la demande de la consommation nationale. On exporte le café à la République Argentine et au Chili. Et quoique le sol convienne par excellence à la culture du sucre, on en importe du Pérou plus qu'on n'en fabrique localement, et l'on cultive la canne plus généralement pour la distillation. Le caoutchouc, le cacao et le quinquina figurent parmi les plus importantes productions; la première surpasse la plupart des autres et constitue une industrie considérable. Le Gouvernement de la Bolivie l'encourage et l'augmente par des concessions libérales, et plusieurs compagnies se sont organisées aux Etats-Unis pour s'engager dans l'extraction et l'exportation du caoutchouc.

La Bolivie est le pays choisi du guanaco, dont on se sert universellement comme bête de somme et qui fournit la laine dont les Indiens font beaucoup de tissus, et lorsque l'animal est jeune sa chair est très estimée comme nourriture. On considère cet animal et le lama comme les chameaux du Nouveau Monde. Le dernier, avec l'alapaca et le vicuña fournissent des laines de qualités différentes. Des troupeaux immenses de ces animaux errent sur la surface escarpée du pays. Le chinchilla donne une fourrure fine qui a beaucoup de prix dans le commerce. On connaît trop bien la richesse minérale de la Bolivie pour qu'il soit nécessaire d'en parler ici, et on peut obtenir du Gouvernement de grandes concessions. Bien qu'on élève en grand nombre et qu'on exporte dans les pays voisins des bêtes à cornes, des moutons, des mulets, etc., cette industrie est susceptible d'un développement bien plus grand. En raison de sa position isolée et du manque d'un port maritime depuis la guerre Péruvienne-Chilienne, le commerce extérieur de la Bolivie se fait par Arica, Mollendo, Antofagasta, et les ports de Porto Suarez et de Villa Bella. Les principales importations sont les provisions, la quincaillerie, les vins et spiritueux, les cotonnades, les lainages, les soieries et les vêtements confectionnés. Les exportations sont l'argent, le caoutchouc, le cuivre, la laine, les cuirs et peaux, l'or, le café, le cacao et le quinquina.

Il n'y a aucun bureau de statistiques en Bolivie, et il est par conséquent très difficile, sinon impossible, de se procurer des données officielles exactes; mais on peut dire que le commerce des Etats-Unis avec la Bolivie, en ce qui concerne les importa-

tions, est nul; et quant aux exportations, il n'y en a pas pour ainsi dire. L'Allemagne contrôle, en fait, le commerce d'importation de la Bolivie, parce que ses commerçants ont eu la bonne idée d'y établir des succursales dirigées toutes par des sujets allemands demeurant dans le pays, et parlant couramment la langue espagnole, un talent sans lequel aucun étranger ne peut espérer de réussir.

On ne peut s'attendre à une augmentation dans le commerce d'importation, là où la population indienne domine, et où ses besoins sont si petits, avant que l'établissement de communications rapides et du contact avec le monde n'aient créé des besoins jusqu'ici absolument inconnus. Une école commerciale ferait atteindre au but désiré, des exemples étant plus fructueux en résultats que toutes les circulaires au monde, surtout quand la faculté de lire est confinée à un très petit nombre.

En fait de communications—les grands promoteurs du commerce et de l'industrie—la Bolivie est très défectueuse. La configuration nationale y est pour beaucoup. Il y a une ligne de chemin de fer qui relie le port chilien d'Antofagasta à la frontière bolivienne à Ascotán, d'où elle continue jusqu'à Uyuani, en Bolivie. Un embranchement va à Huanchaca et à Oruro, la longueur totale étant d'à peu près 500 milles. On a accordé récemment des concessions pour la construction d'autres lignes et on a commencé les travaux. Une route va relier La Paz, la capitale, avec la frontière péruvienne; une autre ligne s'étendra de la rivière Paraguay, dans l'est de la Bolivie, à Santa Cruz; une autre encore reliera Oruro et Cochabamba, et une quatrième Chollapata et Potosí. On fait en ce moment les plans et devis pour une autre ligne allant de la Bolivie à la République Argentine. On construit de nouvelles routes carrossables et on jette des ponts suspendus sur les principales rivières. En 1897, la longueur totale des lignes de télégraphe était de 2,980 milles, allant à la République Argentine à l'est, et du Pacifique à l'ouest, avec plusieurs lignes intérieures.

L'exploitation de la Bolivie présente un aspect très séduisant aux habitants trop nombreux des grands centres. On y trouve en quantité des matières premières pour différentes industries, des forêts où la hache du bûcheron n'a jamais passé; des milliers de lieues carrées de terres arables et de plaines étendues qui n'attendent

que la houe et la charrue du laboureur soigneux pour lui rendre au centuple sa peine et son travail; dans son sein gisent des richesses dont on ne peut se faire une idée, et qui enrichiront ceux qui voudront bien les exploiter.

PEDRO DE VALDIVIA, qui conduisit la deuxième expédition espagnole contre le Chili, compara le pays à la lame d'une épée, à cause de sa forme longue et étroite, comparaison qui n'est pas mal à propos, puisque la République a une longueur de 2,270 milles sur une largeur qui varie de 40 à 200 milles. Sa superficie est de 293,970 milles carrés. Aussi étroite qu'elle est, la plus grande partie de son sol habité est d'une fertilité remarquable; le recensement de 1895 accuse une population de 2,712,145, ou 9.2 habitants par mille carré. Il est plus que probable que la population excédait alors ce chiffre qui dépasse sûrement maintenant 3,200,000 habitants, dont la plupart sont entreprenants et actifs. Sur ce nombre, un million et demi s'occupe des travaux de l'agriculture, produisant annuellement environ 28,500,000 boisseaux de blé et 9,000,000 de boisseaux d'autres céréales, sans compter les légumes, fruits, etc.

Malgré son petit nombre d'habitants, il est à remarquer que le Chili avance dans la voie industrielle et commerciale. On sait de bonne source, qu'on élève dans le pays chaque année, plus de 500,000 têtes de bétail et 2,000,000 de moutons, de chèvres, etc. Les productions minérales, telles que le cuivre, l'or, l'argent, le charbon, le manganèse, etc., sont très considérables. Les gisements de nitrate du Chili s'étendent sur une superficie d'environ 220,356 acres et l'on estime qu'ils contiennent 2,316 quintaux métriques de nitrate pour le commerce. En 1896 la production totale de ces gisements a été de 1,092,000 tonnes. Ce sont surtout les Anglais qui ont placé leurs capitaux dans cette industrie. On peut se faire une idée du développement industriel du pays, si l'on sait qu'en 1895, le Département de Valparaiso, qui avait à peine 200,000 habitants, possédait 417 établissements industriels, ayant 162 machines à vapeur, de la force de 1,766 chevaux, qui, dans le cours d'une année, ont consommé des matières premières pour une valeur de 20,057,573 pesos, et ont employé 12,616 ouvriers. Parmi ces établissements on remarquait des usines à gaz, des brasseries, des raffineries de sucre, des fabriques de voitures, des scieries, des

fabriques d'eaux minérales et gazeuses, et des tanneries qui, comme on pouvait s'y attendre, forment une branche florissante de l'industrie manufacturière.

Le Chili a été le premier pays de l'Amérique du Sud à entreprendre la construction de chemins de fer, et le Gouvernement a toujours encouragé le développement de son système de chemins de fer, au moyen de subsides et de bonne législation. Au commencement de l'année 1896, la longueur totale des chemins de fer dans la République était de 2,080 milles. Sur cette longueur, l'Etat en possédait et en exploitait une longueur de 838 milles. Les 1,242 milles restant, qui représentaient 15 lignes differentes, appartenaient à des sociétés particulières qui les exploitaient. A cette époque le Gouvernement avait 331 milles en construction ou à l'état de projet. La ligne principale est celle du Grand Centre, appartenant à l'état et qui se compose de trois grandes divisions, de Valparaiso à Santiago, et de là à Melipilla; de Santiago à Talca, de San Fernando à Alcones, et de Pelequen à Peumo; de Talca à Talcahuano, de San Rosendo à Traiguen, de Santa Fé à Los Angeles et de Roblería à Victoria, soit un total de 766 milles. Les travaux sur le Chemin de Fer transandin, reliant Santa Rosa à Mendoza, qui avaient été interrompus pendant un temps considérable, ont été repris, et seront poussés avec activité par un syndicat anglais. Lorsqu'on aura achevé les 46 milles qui restent de cette ligne, on aura forgé le dernier anneau reliant les Océans Atlantique et Pacifique—Buenos Ayres sur l'Atlantique et Valparaiso sur le Pacifique. On dit que les trains express parcourront en 29 heures les 622 milles séparant les deux ports cités. Il y a 25,000 milles de chemins publics et 2,875 de routes maritimes.

A la fin de 1895 la longueur des lignes de télégraphe de l'Etat était de 6,965 milles, avec 8,330 milles de fil de fer.

En 1896 la marine marchande du Chili consistait en 188 vaisseaux, jaugeant 105,642 tonnes, dont 42 de ces vaisseaux étaient des vapeurs. Les lignes de vapeurs anglaise, allemande et française font le service régulier entre les côtes du Chili et de l'Europe en passant par le Détroit de Magellan, et on maintient des communications constantes et directes le long de la côte jusqu'à Panama, au moyen de lignes de vapeurs chiliennes et étrangères qui correspondent avec les vapeurs à destination des ports de

l'Atlantique, du Pacifique et du Golfe des Etats-Unis et de l'Europe.

Le Chili importe la totalité des articles fabriqués qu'il consomme; mais le Gouvernement offre des avantages pour l'établissement de nouvelles industries, et il est très désireux d'encourager les manufactures. Il a dernièrement voté $500,000 pour encourager les entreprises de fer et d'acier, puisqu'on a trouvé qu'il existait en abondance une qualité élevée de minerais de fer.

La République ne peut jamais espérer développer un grand commerce d'exportation avec les Etats-Unis, puisqu'elle envoie principalement à l'étranger le blé, le cuivre, l'argent, le nitrate, le manganèse et l'iode, dont les trois derniers articles énumérés sont les seuls que les Etats-Unis ne produisent pas. Toutefois ce dernier pays pourrait augmenter considérablement son commerce d'exportation au Chili, si ses commerçants confiaient leurs marchandises à des maisons anciennes et respectables dans les villes de Valparaiso, Santiago, et autres, qui feraient des efforts pour les vendre. En effet, l'on peut dire que la richesse du Chili dépend du développement de ses ressources magnifiques. Sa population peu nombreuse ne pouvant suffire par elle-même au travail du développement, il est évident que les étrangers qui s'y établiront auront de grandes chances de succès.

La République de l'Equateur, où les rayons du soleil tombent verticalement sur son sol escarpé, et où règne une confusion botanique en raison de sa conformation physique—l'été se confond avec l'hiver, et la saison des semences se mêle à celle des récoltes—est un pays agricole par excellence. Les écrivains qui l'ont visité se plaignent de la pauvreté de langage pour exprimer la richesse et la magnificence de la végétation dans cette partie du continent américain. L'Equateur possède, en pays boisé seulement, des ressources presque incalculables. Les productions de la côte sont le cacao, le café, le tabac, l'ivoire végétale, et toutes sortes de fruits tropicaux, etc. Dans les régions peuplées de l'intérieur, on produit le blé, l'orge, le seigle, le maïs, la canne à sucre, etc. Ici, on trouve plusieurs variétés de palmiers, de bois brésilien, de gaiac blanc, d'ébène, de cèdre et d'autres arbres de haute futaie; le copal, le sang-dragon, le storax et plusieurs variétés de plantes indigènes dont on obtient des matières tinctoriales; les plantes textiles abondent et le palmier odorant sans tige (*Carludovica palmata*) qui fournit la

matière pour les chapeaux de paille de Panama. Le pays est aussi très riche en minerais; l'or, l'argent, le mercure et autres métaux s'y trouvent en abondance, bien que l'industrie minière soit encore peu développée. Comme industries manufacturières, il n'y a que des usines à sucre, des minoteries, des scieries, des filatures de coton, des tanneries et des distilleries. On fabrique le chocolat en grandes quantités, de même que les chapeaux de paille de Panama précités.

Les principaux articles d'exportation sont le cacao, le caoutchouc, le café, le quinquina, l'ivoire végétale, les chapeaux, le cuir à semelles, les peaux séchées, le bambou, les tamarins, le tabac, le riz et les nattes. Presque chaque article fabriqué aux Etats-Unis, convenable à une population de 1,270,000, dont plus des trois-quarts sont des Indiens, peut y trouver un marché. Cette population est distribuée sur une surface d'environ 120,000 milles carrés, ce qui fait voir qu'il existe ici, par rapport à la surface, la même inégalité de population qu'on trouve dans tous les autres pays du continent sud, et que les étrangers qui voudraient améliorer leur fortune peuvent trouver, dans un sol qui ne demande pas d'engrais, des ressources naturelles qui n'exigent que l'impulsion énergique du travail pour produire des bénéfices qu'on ne peut espérer d'acquérir dans les pays moins privilégiés.

Les communications intérieures de l'Equateur laissent beaucoup à désirer. Dans la plus grande partie du pays, il y a seulement des sentiers à chevaux. La navigation des eaux intérieures se fait par quelques navires de construction américaine ou équatorienne, et par une grande flotte de canots et d'autres petits bateaux.

Il y a un chemin de fer—le seul dans la République—allant de Durán (en face de Guayaquil) à Chimbo, sur une distance de 58 milles. A la fin de l'année 1897, le Gouvernement de l'Equateur a passé un contrat avec un capitaliste de New York pour le prolongement de cette ligne à Quito, siège du Gouvernement. Cette entreprise est hardie et coûteuse, puisqu'il faut traverser des hauteurs de 8,100 à 12,300 pieds au-dessus du niveau de la mer, sur une longueur totale de 404 milles, entre la marée et Quito. La route est traversée par tant de rivières et courants d'eau, qu'on calcule qu'il faudra construire 830 ponts sur la ligne. On estime le coût du travail à $17,530,000. Il y a cinq lignes de vapeurs

océaniques qui touchent régulièrement aux ports de l'Equateur. Ce sont la Pacific Steam Navigation Company (anglaise), et la Compañía Sudamericana de Vapores (chilienne), qui fait le service entre Valparaiso et Panama avec escale à Guayaquil; la Gulf Line (anglaise), qui fait le service entre Guayaquil et Glasgow, Liverpool et Greenock; la Compagnie Hambourg-Pacifique de Vapeurs (allemande), qui fait le service entre Guayaquil, Hambourg et Anvers; la Ligne Pacifique Française, qui fait le service entre le Hâvre et les ports pacifiques de l'Amérique du Sud. Il y a deux lignes principales qui font le service irrégulier: la Ligne Kosmos (allemande), touchant à Guayaquil environ une fois par mois, et la Merchant's Line, composée de navires anglais affretés par W. R. Grace & Cie., de New York, faisant le service entre New York et Guayaquil. Ces lignes s'arrêtent aussi aux ports chiliens et péruviens.

Avec une superficie de 463,747 millles carrés, le Pérou a une population de 2,621,844. Pendant presque trois siècles, son nom a fait naître dans l'esprit des visions de richesses et d'opulence qui, par suite d'une longue série de guerres civiles et étrangères, sont devenues à être regardées comme des inventions de l'esprit; mais elles ne sont pas de vaines imaginations. Il existe encore dans ce pays favorisé, une richesse et une opulence qui peuvent être converties de manière à développer et encourager l'industrie, et obtenir les conforts de la vie.

Les ressources agricoles du Pérou sont abondantes et variées, renfermant toutes les productions de la zone tempérée ainsi que plusieurs de celles de la zone torride. Ses denrées principales sont la pomme de terre qui provient de ce pays; toutes les céréales, la canne à sucre, le coton, le riz, le tabac, le café, le cacao, une infinité de fruits, beaucoup de plantes médicinales et textiles, des bois de teinture, et en particulier le coton, le café et le sucre. En 1895, les exportations de coton ont atteint 5,500 tonnes. Les exportations annuelles de café sont environ 1,060 tonnes. Il y a 95.000 acres plantées en canne à sucre, et la production en 1896–97 s'est élevée à 65,000 tonnes.

De même que dans les autres pays où le capital étranger commence à chercher des placements, aussi bien que dans les Etats-Unis, les industries manufacturières sont encore à l'état d'embryon, mais on fait des progrès rapides dans cette direction. Pendant ces

dernières années, un tarif protecteur a encouragé des enterprises nationales et plusieurs industries importantes ont été établies. La raffinerie du pétrole, article qui se trouve en abondance dans le pays, promet de devenir une source de grande richesse pour la République. On exporte l'huile de pétrole dans l'Equateur, dans la Bolivie et au Chili. On exporte environ 4,000,000 de livres de laine d'alapaca par an, d'une valeur de $2,000,000 environ. Le Pérou fabrique et exporte annuellement des produits chimiques, des drogues et des matières tinctoriales pour une valeur de $7,500,000.

S'appuyer sur la richesse minérale, serait répéter une histoire racontée maintes fois; mais on peut dire qu'il y a encore des régions absolument inexploitées qui donneraient des fortunes à ceux qui ont un capital pour les développer. En 1896 on a estimé la production totale de l'argent au Pérou à 300,000 onces. On a dit que le nombre des entreprises minières et les fabriques de fer, et les raffineries de pétrole en opération dans la même année, était de 56, au capital total de 18,781,000 soles (le sole valant maintenant 41 sous environ), presque la moitié des compagnies engagées dans ces industries sont péruviennes. On a fait récemment des découvertes d'or qui confirment tout ce qu'on a dit sur la richesse du pays. Ici, comme partout ailleurs dans les pays de ce genre, le grand obstacle à l'exploitation heureuse des régions minières, est le manque de moyens de communication.

En 1896 la marine marchande du Pérou consistait en 36 vaisseaux de plus de 50 tonnes, avec un tonnage total de 9,953 tonnes et de 96 vaisseaux, au-dessous de 50 tonnes ou un tonnage de 1,246 tonnes.

Les principaux ports de la République sont Callao, Huacho, Ancón, Pascasmayo, Chola, Mollendo, Eten, Supe, Pisco, Salaverry, Payta et Chimboto qui possèdent tous de bonnes jetées, et Callao a de plus un pont flottant de 300 pieds de longueur.

La route de vapeurs qui est d'une importance première aux Etats-Unis est celle entre Panama et Valparaiso que la Pacific Steam Navigation Company et la Compañía Sudamericana de Vapores, dont on a déjà parlé, monopolisent. Les vapeurs de ces lignes correspondent à Panama avec les vapeurs de la Pacific Mail allant à San Francisco et à Colon, à travers l'isthmee et avec les vapeurs

allant à New York, à la Nouvelle Orléans (sur un des voyages) et avec les principaux ports européens. Il y a plusieurs lignes de vapeurs de marchandises engagées dans le commerce extérieur et de cabotage, qui touchent aux ports péruviens.

Il n'y a pas de grands chemins au Pérou. L'Indien, le mulet et le lama fournissent la plus grande partie des facilités de transport.

Le Pérou a dépensé 36,000,000 livres sterling dans la construction de ses chemins de fer, y compris ceux qu'on a cédés au Chili, et les entrepreneurs ont accompli les œuvres d'art merveilleuses, inconnues jusqu'ici.

En 1895 la longueur totale des chemins de fer était de 925 milles, dont 800 appartenaient à l'Etat. Ces 800 milles sont représentés par des lignes qui, en 1890, réunies aux dépôts de guano, aux mines et aux terres publiques, étaient hypothéqués pour 66 ans à la Société Péruvienne, formée en grande partie de capitaux anglais.

Il y a six lignes de chemins de fer, appartenant à des compagnies particulières qui les exploitent. Le Gouvernement possède 1,491 milles de lignes télégraphiques.

D'après ce qui précède, on verra que la nature a répandu ses bienfaits sur les quatre divisions géographiques nommées ci-dessus, et que tout ce qui leur est nécessaire pour occuper une position enviée dans la grande fraternité des Républiques Sœurs des Amériques, est un accroissement de population ainsi que des moyens de communication meilleurs et plus rapides.

Le rapport fait et les chiffres cités font voir que les capitalistes des Etats-Unis n'ont pas profité de leur coup d'œil habituel ni de l'action énergique qu'ils ont l'habitude de montrer en pareille occasion. Il est inutile d'insister plus fortement sur les avantages nombreux que procurerait au commerce de toute la côte ouest de l'Amérique du Sud et aux côtes est du Golfe des Etats-Unis, la construction du canal du Nicaragua. Un pays manufacturier doit forcément chercher des acheteurs; le pays est au sud des Etats-Unis. Des communications rapides amèneraient les acheteurs à nos portes. Les statistiques sont des choses très sèches. Elles ne sont pas intéressantes au peuple en général. Les incrédules peuvent insister qu'elles sont dirigées par des personnes intéressées; mais si toutes choses humaines restent imparfaites, les

atistiques serviront à les corriger; elles indiqueront, comme les ailles, la direction du vent et des courants de commerce, et ceux e nous qui s'intéressent au commerce devront, comme les sages ıarins, border nos voiles et arranger notre route pour être à même 'en profiter.

L'Evêque BERKELEY a dit que l'Empire poursuit son cours vers ouest. L'étoile du commerce se dirige vers la Croix du Sud.

SENHOR SALVADOR DE MENDONÇA.

Senhor SALVADOR DE MENDONÇA qui, le 18 courant, a remis ntre les mains du Président McKINLEY ses lettres de rappel, erminant sa mission comme Envoyé Extraordinaire et Ministre 'lénipotentiaire du Brésil auprès du Gouvernement des Etats-Jnis, mission qu'il a si dignement remplie pendant les sept ernières années, emporte avec lui dans son nouveau poste diplo-ıatique à Lisbonne, l'estime cordiale des fonctionnaires et du euple des Etats-Unis. Le "Washington Post," en parlant de son épart, exprime d'une manière admirable la reconnaissance que les Etats-Unis doivent à ce distingué ministre pour les vues larges t politiques qui l'ont toujours animé, la diplomatie habile, le tact u'il a montrés, et par-dessus tout l'amitié constante qu'il nous a ujours témoignée comme nation."

Senhor DE MENDONÇA a des principes politiques larges et béraux dont il a hérité des Radicaux des jours de la Régence, doptés de bonne heure quand, en qualité de jeune avocat à la arre, il aida à l'établissement d'un journal républicain à Rio, le remier de ce genre sous l'Empire, qu'il soutient encore aujour-'hui avec la plus grande ténacité et le plus grand enthousiasme. Jommé consul-général à New York, il y a vingt-trois ans, par Empéreur du Brésil qui n'était pas mal disposé envers les répu-

blicains et qui n'hésitait pas en même temps à les envoyer à l'étranger pour représenter leur pays, Senhor MENDONÇA a eu aux Etats-Unis des occasions exceptionnelles pour l'étude des institutions qui l'ont toujours interressé et pour acquérir une connaissance plus parfaite des juristes et des hommes d'Etat, dont il a appris de bonne heure à respecter les doctrines.

Mais M. le Ministre MENDONÇA ne s'est pas seulement contenté d'observer et d'écouter. Ce représentant de la plus jeune des Républiques de l'Amérique du Sud, en raison de ses larges vues politiques et de sa fidélité constante aux principes du Gouvernement populaire, a, pendant les sept dernières années, inspiré et soutenu ceux qui dirigent les affaires de tout ce continent à adopter des mesures ayant toujours en vue l'élévation de leurs peuples respectifs et l'affermissement de la paix et la conservation de l'honneur nationale. Voici l'appréciation du rédacteur du "Post":

"Dès le commencement jusqu'à maintenant, il s'est toujours montré un travailleur infatigable en tout ce qui tendait à resserrer plus étroitement les relations des Etats-Unis avec sa République grandissante." Ses efforts heureux dans le traité de réciprocité de 1891 avec les Etats-Unis, ses efforts zélés dans la conférence Pan-Américaine pour l'établissement d'une cour internationale permanente pour le règlement amical des différends, et son soutien ardent du Bureau Commercial des Républiques Américaines, représéntant l'Union Internationale, sont encore présents dans l'esprit public.

Pendant son séjour aux Etats-Unis, Senhor MENDONÇA, par ses discours publics, par ses articles dans les principales Revues du pays, par sa gracieuse hospitalité, a spécialement gagné l'estime des personnes bien élevées. Ses écrits dans la "North American Review" et son discours récent à l'Association des Manufacturiers à Philadelphie, aussi bien que son discours d'adieu qu'on publie dans ce numéro du BULLETIN, ont une délicatesse de style des plus remarquables quand on songe que l'anglais n'est pas sa langue maternelle. Le monde artistique et littéraire de Washington trouvait chez lui une instruction et une éducation des plus rares, et c'était dans son salon que les représentants de l'Europe et de l'Amérique se rencontraient dans l'intimité la plus étroite qui ait jamais existé à Washington.

Voici le discours de Monsieur le Ministre MENDONÇA et la réponse du Président McKINLEY:

Le Ministre dit:

Monsieur le PRÉSIDENT: J'ai l'honneur de remettre entre vos mains la lettre de rappel par laquelle le Président des Etats-Unis du Brésil termine ma mission auprès du Gouvernement des Etats-Unis d'Amérique.

En espérant que votre Excellence pourra être d'accord avec l'opinion exprimée par mon Gouvernement, que je me suis acquitté de ma mission, conformément à ses instructions, d'une manière agréable à votre Gouvernement, et en joignant mes vœux personnels à l'expression des meilleurs vœux du Président du Brésil pour votre bonheur et pour la prospérité de votre pays, je pourrais considérer comme fini mon discours officiel.

Mais des amis ne se séparent pas en s'exprimant seulement d'après les formes diplomatiques dans l'heure solennelle où la nation est appelée aux armes. Et de plus, ma dette de reconnaissance envers votre peuple et votre Gouvernement pour la considération que j'en ai reçue pendant un séjour d'un quart de siècle environ, est si grande que je ne puis quitter ce pays sans exprimer au premier citoyen de cette puissante République, ma sincère gratitude pour votre bienveillance envers un étudiant de vos institutions et un admirateur du caractère élevé de votre nation.

Ouvrant votre pays depuis les temps coloniaux comme un pays de réfuge et établissant votre République sur la base solide de la liberté et de la conscience; donnant au monde les principes de la Déclaration d'Indépendence; affirmant par la consolidation de l'Union et par l'abolition de l'esclavage, que ce continent était dorénavant consacré à la liberté, votre peuple s'est avancé au premier rang comme un facteur puissant de la civilisation moderne. Sans peur devant les forts, magnanime envers les faibles, profondément convaincue que la justice et le droit sont les premiers fondements de l'Etat, et que la droiture est la mesure à observer dans les affaires internationales; industrieuse, intelligente, obéissante à la loi et aimant la paix, votre nation peut bien être fière de ses exploits et personne n'a eu une meilleure occasion que moi-même en étudiant les hommes et les lois, d'observer avec satisfaction votre avancement et vos progrès constants.

J'ai vu votre nation dans ses jours de joie et de deuil. A la célébration du centenaire de votre indépendance, j'ai vu le grand maître dans l'art de la guerre ouvrir la grande exposition des arts de la paix, et révéler au monde la double grandeur de la nation qui, en dix ans avait transformé les épées et les armes de guerre en instruments d'industrie. J'ai vu l'enterrement du grand héros dans le centre de votre grande métropole au milieu du deuil de toute la nation et j'ai été témoin de son apothéose célébrée par la voix de la nation toute entière. J'ai vu le premier Magistrat du pays terrassé par la main d'un assassin et j'ai admiré la République continuant sa marche ferme et sereine sous l'empire de la loi. Dans sa joie comme dans sa douleur, la nation ne s'est pas écartée un seul instant de la confiance qu'elle a dans sa grande destinée.

J'ai visité les différentes régions de votre grand pays. Je connais les hommes actifs de l'Est, les généreux habitants de l'Ouest et les méridionaux chevaleresques. J'ai eu la bonne fortune de connaître l'homme d'Etat, l'homme de science,

l'artiste, le fabricant, l'agriculteur et l'ouvrier. Leur idéal commune est l'honneur et la grandeur de leur pays.

J'ai parcouru les sentiers modestes qui conduisent aux lieux sacrés: Mount Vernon, où repose le fondateur de la République; Hollywood, où sont les restes de Monroe; Oak Hill, où BLAINE dort de son dernier sommeil.

J'ai écouté les murmures des vents passant dans les branches des chênes qui jettent leur ombre sur leurs tombeaux, et j'ai appris le secret de votre grandeur. Puisse votre exemple inspirer tout le continent. Avant de quitter votre pays, mon désir le plus ardent a été de m'asseoir encore à une table autour de laquelle toutes les républiques américaines établiraient de nouveau, sur des bases plus solides, la convention tracée par le traité non ratifié du 28 avril, 1890, partageant les responsablités de la politique de Monroe entre les membres du pacte comme il est dû à leur caractère souverain. Béni soit le jour qui verra la réunion d'un tel congrès, premier pas dans l'établissement d'une diète américain à haute cour des affaires internationales de notre continent.

En quelque lieu que ma patrie bien aimée m'appelle pour remplir mes devoirs je puis vous assurer que mon cœur et ma sympathie seront toujours avec votre nation si élevée et avec le porte-drapeau de l'Amérique républicaine, avant-coureur de la liberté humaine qui s'avance jusque dans les derniers retranchements du passé.

RÉPONSE DU PRÉSIDENT MCKINLEY.

Le Président répondit comme suit:

Monsieur le MINISTRE: En me souvenant de vos années de représentation efficace et amicale dans cette capitale, et des relations agréables que vous avez eues avec les fonctionnaires de ce Gouvernment dans l'accomplissement de votre honorable mission, je ne puis que regretter de vous voir appelé à un autre poste, qui met fin aux relations personnelles que vous avez si agréablement maintenues avec ce Gouvernement et avec le peuple de ce pays. Mais je dois en même temps vous féliciter de la preuve de confiance dans votre habileté et votre zèle que votre Gouvernement vous a encore temoignée en vous nommant à une autre mission importante.

Vos paroles si éloquentes me font voir que votre long séjour dans ce pays et vos occasions nombreuses d'observation et de rapport avec notre peuple, vous ont fait connaître clairement les origines historiques et morales de notre système politique et intellectuel, ainsi que les motifs élevés qui ont toujours inspiré notre Gouvernement dans ses relations avec les autres pays du monde, soit nos voisins, soit nos amis éloignés, soit nos coadjuteurs, ou nos rivaux généreux dans l'industrie et le commerce, soit nos alliés par les liens du sang et la ressemblance des formes constitutionnelles, ou ceux qui diffèrent de notre race et de notre organisation gouvernementale.

Pendant un quart de siècle environ, vous avez demeuré parmi nous, voyant notre développement domestique et étudiant avec le plus grand intérêt nos problèmes sociaux et politiques qui ont tant étonné toutes les nations pendant ces dernières années du siècle, le plus rempli d'évènements, et dont les Etats-Unis en ont eu leur part, tout en suivant la voie qu'ils se sont traçée. Si douloureuse que soit l'épreuve que nous traversons, ou si difficile que soit le problème actuel, vous l'avez vu envisager avec le raisonnement calme et le courage hardi de notre

peuple, fournissant une preuve de plus de la sagesse de ceux qui fondèrent la République sur les bases immuables de l'union, de la justice, du Gouvernement par le peuple et de la charité envers tous.

Je vous souhaite, Monsieur le Ministre, tout le bonheur personnel dans le nouveau poste où le devoir vous appelle. Puissent les relations d'estime et d'amitié qui vous attendent là-bas égaler celles que vous avez formées ici, et dont vous emportez le souvenir.

En vous disant ainsi adieu, je vous prie d'être l'interprète des vœux sincères et fraternels que forment notre Gouvernement et notre peuple pour le Brésil et ses citoyens; puissent-ils recueillir longtemps le fruit de leur dévouement à la cause du Gouvernement républicain et puissent-ils jouir toujours des bienfaits de la paix, du progrès et de l'abondance. Je vous prie d'offrir à Monsieur le Président de la République, les vœux les plus sincères que je forme pour son bonheur.

RÉPUBLIQUE ARGENTINE.

PAYS DE DESTINATION DES PRINCIPALES EXPORTATIONS POUR L'ANNÉE 1897.

Le tableau ci-dessous contient les principaux articles d'exportation de l'Argentine avec les pays de destination pour l'année 1897. Ce tableau, compilé d'après les statistiques officielles du gouvernement, est extrait de la "Review of the River Platte" du 29 janvier 1898.

	Royaume Uni.	Etats-Unis.	France.	Allemagne.	Belgique.	Italie.
Cuirs de bœufs séchés	9,515	1,209,929	91,285	289,051	210,080	482,820
Cuirs de bœufs salés	28,476	.....	109,318	352,717	372,604	29,413
Cuirs de chevaux séchés ..	.....	.....	6,828	74,418	1,989	.....
Cuirs de chevaux salés....	.....	.....	11,206	68,490	9,855	.....
Peaux de moutons.ballots..	11,190	1,040	48,075	3,539	1,934	4,939
Poil..... do...	267	851	469	642	2,059	462
Suif .....pipes..	5,837	.....	8,574	919	414	10,747
Do .....barrils..	10,511	.....	4,011	2,570	1,580	432
Do.....tonneaux..	1,571	.....	11,205	1,375	750	3,517
Peaux de chèvres.ballots..	.....	2,590	1,006	.....	2	.....
Laine..... do....	19,462	49,675	138,110	97,977	80,202	18,546
Moutons châtrés gelés	2,009,075	.....	57,358	.....	.....	.....
Blé.....tonnes..	10,802	.....	811	1,233	14,308	25
Maïs .....do...	69,255	.....	44,712	8,271	51,772	16,202
Graine de lin.....do....	51,852	.....	43,767	6,898	16,655	2,138
Farine..... .....do....	.....	.....	.....	.....	29	.....
Son .....do....	259	.....	16,811	23,456	3,460	583
Recoupe .....sacs..	5,626	.....	150,002	.....	.....	252
Graine oléagineuse..do....	23,258	.....	4,263	94,908	9,481	364
Semences pour oiseaux, sacs	.....	31	1,127	.....	3,069	.....
Foin.....ballots .	1,512	.....	2,419	.....	2,061	639
Quebracho ..... tonnes..	1,160	2,968	3,697	38,713	11,942	8,716
Tabac.....ballots..	.....	.....	.....	3,815	46	.....
Beurre ....caisses..	15,402	.....	.....	.....	.....	.....
Sucre.....tonnes..	22,058	5,099	.....	.....	.....	.....

	Espagne.	Colonie du Cap.	Brésil.	Commandes.	Autres pays.	Total
Cuirs de bœufs séchés	206,024				2,000	2,500
Cuirs de bœufs salés	2,674			42,662		937
Cuirs de chevaux séchés	117					83
Cuirs de chevaux salés						89
Peaux de moutons, ballots	9					70
Poil do						4
Suif pipes	3,779		3,802			34
Do barrils	2,345		5,441		2,345	29
Do tonneaux	3,487		6,171		289	28
Peaux de chèvres, ballots	7					3
Laine do	43					45
Moutons châtrés gelés						2,066
Blé tonnes	57	12	46,249	18,156	2,636	9
Maïs do	3,172	9,994	101,068	58,735	11,258	37
Graine de lin do	14		201	45,312	1,015	167,852
Farine do			40,461	2	132	40,624
Son do	233	242	1,799	684	70	47,647
Recoupe sacs					50	155,930
Graine oléagineuse do	188					132,462
Semences pour oiseaux, sacs			11,461	5,263		20,956
Foin ballots		38,035	671,266	4,948	12,474	733,354
Quebracho tonnes				55,070	1,260	123,526
Tabac ballots				180		4,041
Beurre caisses	2		462			15,866
Sucre tonnes		97		13,120		40,374

BRÉSIL.

COMMERCE DE PERNAMBUCO EN 1897.

Le British Foreign Office vient de faire paraître le rapport du Vice-Consul WILLIAMS sur l'industrie et le commerce du district consulaire de Pernambuco pendant l'année 1897.

A propos de la nouvelle entreprise industrielle inaugurée par l'ex-gouverneur, BARBOZA LIMA, pour l'introduction et le développement d'un système consolidé de fabriques de sucre, M. WILLIAMS dit que cette entreprise méritoire n'a pas réussi à cause de la baisse du change et de la mauvaise administration. La plus grande partie du commerce des tissus est entre les mains de trois compagnies suisses, et le reste de ce commerce est fait par des maisons portugaises et brésiliennes. Selon le rapport, il semble qu'il se présente une bonne occasion pour les manufacturiers de tissus des Etats-Unis, mais afin d'en profiter il faudrait des efforts actifs. Les perspectives générales du commerce d'importation sont très favorables en ce moment; on a récemment télégraphié en Europe qu'il y a des entrées considérables comprenant toutes espèces de marchandises, et en raison du peu de stock restant

sous la main, le vice-consul pense que cette demande continuera pendant une période indéfinie.

Le sucre et le coton sont les principales productions et exportations de l'Etat de Pernambuco. Les récoltes de 1896–97 ont donné les plus petits rendements depuis celles de 1889–90. On attribue en grande partie cette diminution au mauvais temps, les sécheresses, de même que les inondations, endommageant beaucoup les récoltes de la canne à sucre et de coton. Les récoltes actuelles (1897–98) promettent d'être un peu plus grandes, mais elles seront encore au-dessous de la moyenne. Les prix plus élevés anticipés de ces denrées font espérer de meilleures conditions financières dans l'avenir. La plus grande partie du sucre et du coton est consommée dans le pays et la quantité exportée devient plus petite d'année en année.

La nouvelle loi de cabotage, limitant le trafic aux navires brésiliens, est entrée en vigueur le 5 décembre 1896. On craignait d'abord que la marine marchande brésilienne ne pût suffire aux exigences du commerce, mais elle a démontré heureusement qu'on pouvait compter sur elle.

Dans cet État, on a installé avec succès, de nombreuses fabriques. Il y a une fabrique de poudre à canon et une filature de chanvre; il y a aussi des filatures de coton, des fabriques de savon et d'allumettes qui, protégées par des tarifs élevés, font de bonnes affaires. Le travail y est abondant et la main d'œuvre bon marché; les heures de travail ne sont pas limitées; dans quelques-unes des fabriques on travaille pendant quatorze heures. Dans les districts agricoles, un ouvrier ordinaire reçoit environ trente sous par jour, et il travaille depuis le lever jusqu'au coucher du soleil.

Pernambuco est bien pourvu de communications sous-marines; il y a aussi une ligne télégraphique s'étendant le long de la côte et appartenant au gouvernement fédéral. Les trois compagnies anglaises qui dirigent les câbles sont: La Brazilian Submarine Telegraph Company de Pernambuco, allant en Europe via St. Vincent (Cap de Verde) et Madeira; la South American Cable Company de Pernambuco, allant en Europe via Fernando da Noronha et Sénégal, sur la côte ouest de l'Afrique; et la Western and Brazilian Telegraph Company, qui fait le service de la côte du Brésil entre Pará et Santos.

La récolte de coton du district de Penedo pour l'année 1897 a

été de 21,000 balles environ, soit une augmentation de 5,000 balles sur la production de l'année précédente, et les prix ont varié de $1.90 à $2.30 les quinze kilos. La récolte du maïs est considérable; elle s'élève à 54,000 sacs, soit une augmentation de 32,000 sacs sur l'année dernière. La récolte du sucre est presque nulle, 10,000 sacs peut-être, à cause d'une grande inondation qui a détruit la canne à sucre pendant sa période de croissance. Le commerce de peaux de chèvres et de moutons a subi une grande diminution; Panedo qui recevait par mois 50,000 peaux, il y a deux ans, n'en reçoit plus que 15,000 environ. On estime les peaux séchées et salées à 70,000 par an. On rapporte de Ceará que le plantage du maniçoba se fait avec beaucoup d'attention, et on espère avoir un million d'arbres en pleine croissance dans les quatre années prochaines. Le maniçoba est une espèce d'*Euphorbiacea*, dont le suc contient du caoutchouc. Ce caoutchouc ressemble de si près à celui de Pará, qu'on le vend dans les marchés européens sous le nom général de "caoutchouc brésilien," sans faire aucune attention à sa provenance. Le maniçoba abonde dans l'Etat de Ceará, surtout dans les districts de Ceará, de Baturite et d'Itapipoca. Les prix varient de 58 sous à $1 par kilo. Le procédé de l'extraction de ce caoutchouc est presque le même que celui qu'on emploie dans les Etats de Pará et d'Amazonas.

Le rapport reçu de Parahyba do Norte montre que la récolte de coton de ce district surpasse de beaucoup celle de 1896, tandis qu'on constate une diminution dans celle du sucre. La majeure partie du sucre produit dans la province de Parahyba est expédiée à Rio et aux ports du sud, et le reste aux Etats-Unis.

Le Vice-consul BOLSHAW dans son rapport de Rio Grande do Norte dit que l'année s'est montrée favorable pour les productions principales, telles que le coton, le sucre et le caoutchouc. On expédie le coton presque exclusivement aux ports brésiliens du sud pour être consommé dans les fabriques nationales, tandis que le caoutchouc, les peaux et cuirs sont expédiés aux Etats-Unis, marché qui monopolise pour ainsi dire la production sucrière.

AVIS AUX EXPORTATEURS.

En vue de la santé publique, le gouvernement a trouvé bon de soumettre à une inspection sérieuse et à une analyse officielle,

avant leur entrée dans la consommation générale, les vins de toutes sortes, le saindoux et les autres aliments arrivant dans le pays. La loi d'après laquelle on fera l'analyse est ainsi conçue:

Les vins, le saindoux, aussi bien que tous les autres produits alimentaires condamnés par le Laboratoire National, ne peuvent pas être livrés et les propriétaires ou les consignataires seront obligés de les réexporter dans le délai indiqué par les inspecteurs des Douanes, et dans le cas où ils ne se conformeraient pas aux obligations ci-dessus mentionnées, les articles seront détruits et les importateurs ou consignataires seront condamnés à une amende de mille milreis, conformément à la loi No. 489 du 15 décembre 1897.

Seront considérés comme nuisibles à la santé publique et conséquemment condamnés, les vins, de même que toutes les substances alimentaires contenant de l'acide borique ou salicylique, de l'alcool de mauvaise qualité, des acides minéraux, des acides sulfuriques, sulfureux, nitriques ou hydrochloriques, du sulfite, de l'alun, du fluosilicate, de l'acide fluorique, de l'alcaloïde, du saccharin, des sels de strontiane, du plomb, du zinc, du fer blanc, de l'arsénique, de l'antimoine, du sulfate de potasse, en quantités de plus de deux grammes par litre de vin, à l'exception des vins contenant de l'alcool au-dessus de 20°, pour lesquels on permettra quatre grammes de sulfate de potasse par litre. Les matières qui peuvent remplacer le houblon dans la bière, telles que l'absinthe, la quassia, le colchique, la pircotoxine, la colquinte, la noix vomique, l'acide pyrique, l'aloès, ainsi que les essences préparées avec des éthers provenant de graisses; les matières colorantes provenant du charbon et combinées avec du plomb, du mercure, du cuivre, de l'arsénique, de l'antimoine, du barium ou toute autre substance reconnue ou pouvant être reconnue par la science comme nuisible à la santé.

Et en tout cas, l'importation de vin reconnu comme étant artificiel est défendue, même s'il ne contient pas de substances nuisibles à la santé; et la première partie de cette loi sera appliquable quand la partie intéressée n'aura pas, dans le délai fixé par l'inspecteur, réexporté les vins condamnés.

En plus, il est à remarquer que les articles précités ne peuvent pas être soumis à une analyse aux ports situés dans les autres états et loin de la capitale. D'après le règlement suivant, qui est encore en vigueur, daté du 11 octobre 1897, on doit envoyer des échantillons à Rio, même si les marques de fabrique sont très connues dans le commerce international, sinon dans les marchés nationaux. Ainsi, il peut arriver des retards très sérieux dans la livraison des marchandises—

Vu que la plupart des états ne sont pas pourvus de laboratoires pour l'analyse des substances comprises dans l'article 40 de la loi No. 428 du 10 décembre 1896, et qu'on a fait des réclamations innombrables à propos des analyses faites dans quelques-unes des institutions, on a décidé d'envoyer officiellement au Laboratoire National un échantillon pour l'examen quand l'article importé est inconnu

dans le marché local et que ce laboratoire ne s'est pas encore prononcé. On doit procéder de cette façon lorsque tout article d'importation paraît nuisible à la santé publique.

En dehors de ce cas, le Département des Etats doit être guidé par les analyses du Laboratoire National publiées dans le "Boletim da Alfandega do Rio de Janeiro" et dans la circulaire No. 16 du "Diario Official" en date du 11 mars dernier.

LE MINISTRE BRASIL.

Le Senhor JOAQUIN FRANCISCO DE ASSIZ BRASIL, récemment nommé Envoyé Extraordianire et Ministre Plénipotentiaire du Brésil aux Etats-Unis, vient d'être reçu officiellement par le Président MCKINLEY, comme successeur du Ministre MENDONÇA, qui a été transféré à Lisbonne. M. BRASIL a été long temps dans le service diplomatique, son dernier poste ayant été la mission trés honorable et delicate du Portugal.

COSTA RICA.

ETAT DES FINANCES, DE L'INSTRUCTION ET DE L'INDUSTRIE.

Le 1er mai le Congrès National s'est réuni, conformément à la loi, en séance régulière. Ce jour-là, le Président de la République envoya son message habituel, dans lequel il donne un résumé succinct du progrès général du pays pendant l'année fiscale finissant le 30 avril, date qui termine aussi le terme présidentiel commençant en 1894.

Le message parle d'abord des difficultés récentes avec le Nicaragua, et fait remarquer la chaleur patriotique, l'esprit d'union et d'enthousiasme que tout le pays a montré en soutenant le Gouvernement et en préparant sa défense. Il fait aussi allusion aux négociations de paix qui se sont terminées par un traité d'arbitration signé à bord du navire de guerre l'*Alert*, et conclut ce sujet de la manière suivante: "A ce propos, je suis heureux de remplir un devoir sacré, le devoir de donner ici, au nom du peuple et du Gouvernement de Costa Rica, une expression toute particulière de reconnaissance aux gouvernements éclairés du Guatémala et des Etats-Unis d'Amérique pour leurs bons offices en faveur de la paix, de même qu'à leurs dignes représentants, MM. MERRY et LIANFIESTAS, chargés d'une mission si importante et transcendante

dans laquelle le Señor LIANFIESTA a eu la bonne fortune d'obtenir une assistance active et une coopération effective."

A l'exception de l'incident cité, la condition normale de la République, sa marche en avant et ses habitudes d'ordre et d'amour de la paix et du travail, habitudes caractéristiques du peuple de Costa Rica, n'ont pas souffert un seul instant.

Les relations amicales que le Costa Rica entretient assidûment avec les nations de l'Amérique et de l'Europe deviennent de jour en jour plus cordiales, et il n'existe aujourd'hui avec aucune d'elles une seule question qui puisse les troubler ou les affaiblir le moindre peu. Pour arriver à ce résultat, duquel le pays reçoit, malgré sa superficie peu étendue, des témoignages d'estime et de considération de la part de nations puissantes en raison de leur grandeur et de leur culture, le Gouvernement n'a épargné aucun effort dans les limites de son pouvoir et dans l'accomplissement des devoirs qui lui sont imposés par la loi internationale et par la civilité.

L'état de l'instruction publique est florissant. Sans négliger l'instruction professionnelle et secondaire, le Gouvernement a prêté une attention particulière à l'instruction élémentaire, car c'est une obligation inévitable de l'Etat et un besoin péremptoire du peuple.

Il n'y a rien sur lequel les Costariciens peuvent se féliciter si justement que sur l'état de l'instruction publique, l'enthousiasme avec lequel elle est recherchée et encouragée et la protection efficace qu'elle reçoit de la part du gouvernement.

Pour montrer la propagation de l'instruction pendant l'Administration, il est seulement nécessaire de faire connaître qu'en 1893 il y avait 280 écoles, et qu'en 1898 il y en avait 388. La matricule de l'année précédente comptait, en moyenne, 17,517 élèves, et aujourd'hui elle en régistre 23,134. En 1893 on comptait 17 maisons d'école, et en 1898 le nombre s'élève à 259, et pendant cette période on a augmenté de 332 le nombre des instituteurs. Les comités d'instruction publique possèdent 259 maisons d'école et ont en construction 31 autres, et 78 en projet. On évalue à beaucoup plus de $1,000,000 de pesetas les bâtiments et les terrains destinés aux écoles, que l'on a acquis principalement au moyen de souscriptions directes du peuple et d'assistance libérale de la part

du gouvernement, pendant la même période. Cette simple comparaison est une preuve éloquente du dévouement du gouvernement pour l'instruction, que l'on considère un des plus importants privilèges qui puissent être accordés à un peuple.

Après avoir prévu au maintien de l'ordre publique et à la tranquillité sociale, après avoir établi sur des bases solides, l'instruction morale et intellectuelle du peuple, il ne reste rien de mieux à faire pour l'Etat que de diriger ses efforts les plus énergiques sur le développement des intérêts économiques, puisqu'ils constituent les éléments les plus indispensables de la prospérité et du bien-être des nations. Mettre en exécution cette doctrine par les moyens conseillés par l'expérience, sans perdre de vue les conditions spéciales du pays, les moyens de production, de même que ceux d'échange international, a été la tâche du Gouvernement, entreprise avec une foi invincible, une résolution constante et un ensemble de projet qu'inspire la conviction intime des bons résultats à espérer.

La bonne organisation du Trésor public, l'honnête administration des revenus qui le constituent et leur bon placement, forment la base indispensable pour mener ce projet à un bon résultat. Le Gouvernement a pu, à l'aide puissante de cette condition d'affaires, faire face à de lourdes obligations pécuniaires contractées par les administrations précédentes, et entreprendre des travaux d'un grand bénéfice pour l'augmentation de la richesse et le développement du pays.

Pendant l'année fiscale de 1897–98, les revenus publics se sont élevés à $8,424,104. Cette somme dépasse de $936,935 les revenus de l'année précédente et de $320,172 les estimations. Les dépenses se sont élevées à $8,315,455, ce qui laisse un excédent de $108,650.

Le Gouvernement qui croit fermement que le système monétaire établi sur l'étalon d'or achèvera les résultats souhaités, a en dépôt une valeur de $1,000,000 en or, et il propose de faire les prévisions nécessaires pour assurer la circulation de cette monnaie, avant la date prévue pour la réforme monétaire.

On connaît la place importante qu'occupe le crédit dans le développement économique d'un pays. Le crédit du Gouvernement dans l'intérieur de la République, aussi bien qu'à l'étranger, jouit d'une entière confiance, en raison de l'acquittement fidèle

des obligations contractées, principalement pour la dette extérieure qu'on paye avec la plus grande formalité.

Parmi les travaux publics, la construction du Chemin de Fer du Pacifique figure comme le plus important à cause de son importance vitale dans le pays. De 1,000 à 1,200 hommes sont occupés à cette construction qui est poussée avec la plus grande activité. On a déjà posé les rails des quinze premiers milles, et selon les informations reçues de la compagnie de construction, la ligne sera construite jusqu'à Rio Grande, distance de 25 milles, au mois de juillet ou d'août. L'entrepreneur compte terminer entièrement et livrer le chemin de fer au trafic l'année prochaine, terminant ainsi la ligne interocéanique entre Limon sur l'Atlantique et Tivives sur le Pacifique.

Au port de Tivives, sur le Golfe de Nicoya, pas loin de Puntarenas, on entreprendra des travaux d'amélioration, et le Gouvernement est en pourparlers avec une honorable maison française, qui en a déjà fait les plans nécessaires.

On a entrepris beaucoup d'autres travaux d'utilité publique, et des efforts se font pour leur achèvement. Parmi ceux-ci on peut mentionner la maison de correction nationale, plusieurs routes carrossables, et au Port Limon les travaux sanitaires, l'élargissement du port au moyen de brise-lames et autres travaux.

Le Président loue la conduite de l'armée qui marcha à la frontière à cause des difficultés précitées et termine son message dans les termes suivants:

"La paix ayant été conclue dans des conditions honorables, l'armée, opposée par nature et par tradition aux aventures militaires, songe à sa famille bien aimée et y revient pour s'adonner aux joies paisibles de la famille et des tâches rémunératrices du travail."

PRÉSIDENT IGLÉSIAS—INAUGURATION DU SECOND TERME.

Conformément à la loi et à l'habitude, le nouveau terme présidentiel a été inauguré le 8 courant. Le Président IGLESIAS, réélu pour le nouveau terme, ratifie, dans son discours d'ouverture, le programme de sa première administration progressive et le termine par ce paragraphe significatif:

A la clôture de mon premier terme présidentiel, permettez-moi d'exprimer dans ce discours comme expression sincère du sentiment public, que je crois interprêter fidèlement, la reconnaissance de la nation envers toutes les colonies

étrangères qui résident dans le pays, pour leurs donations spontanées et généreuses pour le soulagement des calamités provenant inévitablement de l'état de guerre dans lequel la République s'est trouvée il y a quelque temps. Le Gouvernement de Costa Rica considère que cette attitude, aussi noble qu'elle était cordiale, est une réponse à l'amitié qu'il ressent pour les colonies étrangères, à cause de leur caractère élevé et de leur soutien efficace dans le travail de notre progrès.

EQUATEUR.

CONSTRUCTION D'UN BÂTIMENT POUR LA DOUANE A GUAYAQUIL.

Le Gouvernement vient de mettre en adjudication la construction d'un bâtiment pour la Douane à Guayaquil. Voici les conditions de cette adjudication:

Conformément aux ordres reçus du Ministre des Travaux Publics, la construction d'un bâtiment pour la Douane dans le port de Guayaquil sera soumise à l'adjudication.

Les personnes interessées pourront prendre connaissance des plans et de tous les renseignments qui s'y rapportent, ainsi que du cahier des charges, au bureau du Secrétaire de la Province ou au Palais du Gouverneur.

Pour le payement dudit bâtiment, la loi douanière réserve 4 pour cent de la surtaxe sur les droits d'importation qui, d'après les calculs, doivent produire en moyenne 150,000 sucres par an, et cette somme a dû être mise en dépôt depuis le 1er janvier dernier.

La personne ou l'association qui aura l'adjudication sera obligée de payer au Gouvernement, avant la signature du contrat, 6,000 sucres comme prix des plans du bâtiment.

On recevra les soumissions au bureau du Secrétaire de la Province et aux Consulats equatoriens, à New York, Paris, Liverpool, Bruxelles et Hambourg, jusqu'au 31 août 1898.

NOTES INDUSTRIELLES.

Selon les informations reçues, on prévoit dans les provinces de Los Rios et Guayas une excellent récolte de cacao, denrée principale de cette région. L'état financier de la République est satisfaisant, et sous l'influence de la paix qui règne partout dans le pays, et du régime libéral du Président ALFARO, la perspective générale est des plus brillantes.

Le contrat pour la construction du chemin de fer s'étendant de la côte à Quito a été signé avec MM. DRAKE, STRATTON & CIE., et M. HARMAN est parti pour Londres afin de terminer les arrangements nécessaires avant de commencer les travaux.

HAÏTI.

MOYENS PROPOSÉS PAR LE MINISTRE POWELL POUR AUGMENTER LE COMMERCE AVEC LES ETATS-UNIS.

"The Manufacturer," journal publié à Philadelphie, contient dans son numéro du 7 mai un long article écrit par M. WILLIAM POWELL, Ministre des Etats-Unis à Haïti, dans lequel il indique les obstacles existant actuellement qui empêchent le développement du commerce entre les deux contrées et propose les moyens de remédier à ces conditions. Le Ministre dit, en substance: Les fabricants doivent envoyer des agents qui comprennent la langue française pour étudier les goûts des habitants, leurs couleurs favorites, leurs préférences et leurs aversions pour les différentes espèces de marchandises, et alors chercher à y faire le commerce en fabriquant les marchandises que les habitants désirent. Ces matières, si petites qu'elles paraissent, empêchent la vente de marchandises américaines, principalement de tissus. Un autre point important auquel on doit faire attention, est la longueur des pièces que l'acheteur demande, car nos manufacturiers ont certaines idées arbitraires à cet égard, à savoir, que l'acheteur doit accepter les marchandises ou s'en passer. On doit apporter le plus grand soin dans l'emballage des marchandises, afin qu'elles présentent un aspect attrayant en arrivant sur le marché, ce qui les rendra plus vendables.

La pomme de terre qu'on cultive à Haïti est d'une qualité inférieure, et pendant plusieurs années on n'y vendait que les pommes de terre de provenance américaine. On a demandé maintes fois aux expéditeurs américains d'envoyer les pommes de terre en petits paquets, au lieu d'employer des barils et des sacs. On n'a fait aucune attention à cette demande, et les commerçants de France en apprennant ce fait, envoyèrent à titre d'essai, des pommes de terre en mannes, ce qui a réussi, et maintenant les pommes de terre de France y trouvent un marché facile, à l'exclusion du produit américain. On peut en dire autant du beurre qui y est consommé; la meilleure qualité provient du Danemark, mise en seaux de deux livres, qui s'y vendent avec facilité. Le produit américain est aussi bon, et sous beaucoup de rapports il est même supérieur, mais à cause de l'emballage qui ne se prête pas aux besoins, il est invendable.

Les moyens de communication entre la côte et l'intérieur du pays sont mauvais; les routes sont mal entretenues et montagneuses et on se sert de l'âne, la bête de somme universelle, de sorte que les petits paquets sont une nécessité. Si l'on portait remède à ces maux, le marché serait en peu de temps sous le contrôle des industriels américains. Les communications entre les différents ports de la République se font par eau, soit par des vapeurs ou des voiliers, et le commerce intérieur se fait au moyen des bêtes de trait. Il se présente une occasion excellente pour les Américains entreprenants possédant des capitaux et de l'énergie pour la construction de chemins de fer. Le climat est magnifique et même pendant la saison pluvieuse, les matinées sont claires, la pluie ne tombe jamais que tard dans l'après-midi ou dans la nuit.

L'agriculture est l'industrie principale du pays et la meilleure source de revenus provient du café, du bois de campêche et du cacao. La culture des fruits pourrait être un commerce très lucratif, car on donne peu d'attention à la culture de l'orange, de la banane, du cacao, des citrons et de la noix de coco. Il n'y a dans l'île qu'un établissement manufacturier, et il appartient à un américain entreprenant qui a conçu des projets qu'il a mis à exécution pour l'emploi des bois précieux qui s'y trouvent. La République possède des ressources merveilleuses qui ne sont pas encore exploitées; son sol est fertile; ses mines de houille, de zinc, de cuivre et de sel attendent l'entreprise américaine.

La plus grande partie des commerçants est favorable à un traité de réciprocité avec les Etats-Unis, mais ce n'est pas possible avec ce Gouvernement, car la principale partie de leurs impôts provient des droits obtenus sur les importations, aucun impôt n'étant perçu sur la propriété foncière et sur les immeubles. Les droits d'importation seront bientôt augmentés de 25 pour cent, et la somme obtenue de cette manière constituera un fonds d'amortissement dans le cas où l'on effectuerait un emprunt. Cet emprunt est destiné au rachat du papier-monnaie et à l'établissement de l'étalon d'or dans le pays. Après le retrait du papier-monnaie toutes les obligations nationales et particulières seront basées sur la valeur du dollar américain en or, qui, à l'avenir, sera l'étalon de valeur et le seul moyen d'échange.

Voici, d'après le rapport de la Banque d'Haïti, les exportations pendant les quatre mois commençant le 1er octobre 1896, et finissant le 1er janvier 1897:

Ports Haïtiens.	Café.	Cacao.	Campêche.
	Livres	*Livres.*	*Livres.*
Port-au-Prince	5, 224, 381	124, 283	500, 000
Cap Haïtien	6, 522, 134	63, 053	2, 448, 600
Saint-Marc	322, 728	.....	3, 855, 000
Gonaïves	3, 189, 409	5, 767	7, 409, 450
Port de Paix	426, 598	3, 461	3, 844, 000
Petit Goave	2, 494, 558	.....	.....
Miragoane	494, 499	.....	1, 643, 450
Jérémie	2, 115, 822	554, 722	290, 000
Aquin	855, 661	.....	756, 000
Aux Cayes	4, 701, 550	.....	1, 046, 000
Jacmel	6, 989, 903	.....	110, 000
Total	33, 337, 243	751, 286	21, 902, 500

De plus, la République d'Haïti a exporté pendant cette période de différents ports, 47,639 livres de coton, 3,975 pieds de bois d'acajou, 42,637 livres de cuir de bétail, dont on a expédié 25,491 livres du Port-au-Prince seulement; 10,910 livres de gomme de gaïac, 2,960 livres de cuivre, 5,583,400 livres de racines de çampêche, 5,553,400 livres étant exportées du Port-au-Prince; 9,355 livres et soixante paquets de peaux de chèvres expédiés presque entièrement du Cap Haïtien, 10,870 livres de peaux d'oranges, 2,660 livres de bois de gaïac, 210 gallons de miel, 321 gallons de rhum, et 1,259 livres de cire. On voit que le café est le principal article d'exportation. En basant notre estimation de la récolte sur les exportations qui ont lieu pendant les quatre premiers mois de moisson, on peut placer la récolte de 1896–97 à 67,000,000 de livres, mais comme la moisson a commencé tard, et qu'elle semble très abondante, on compte qu'elle a dépassé 70,000,000 de livres. Les exportations totales du café pendant les dernières années ont été les suivantes:

1895–96	47, 643, 451
1894–95	75, 371, 865
1893–94	58, 426, 100
1892–93	70, 829, 779
1891–92	67, 831, 893
1890–91	56, 692, 039
1889–90	78, 213, 445

NICARAGUA.

LOI RELATIVE AUX MATIÈRES EXPLOSIVES.

Les règlements suivants concernant les matières explosives au Nicaragua présentent un certain intérêt par suite du mouvement qui se fait à présent au sujet du canal. Ils intéressent aussi les personnes qui ont l'intention de s'engager dans les entreprises minières dans ce pays.

ARTICLE 5. Aucun particulier ne peut garder plus de 2 livres de poudre, 5 livres de plomb, 500 capsules, et 200 cartouches, même s'il garde ces objets en différents endroits; mais les propriétaires de deux ou plusieurs plantations ou entreprises peuvent garder dans chacune d'elles les quantités accordées dans cet article.

ART. 6. Ceux qui violeront l'article ci-dessus, et les marchands qui ne se conformeront pas aux ordres donnés dans l'article 2 de cette loi, seront poursuivis et punis comme contrebandiers.

ART. 7. Les mineurs et autres industriels qui sont obligés de garder pour leur travail plus de poudre que ne le permet l'article 6, doivent obtenir du Ministre des Finances une autorisation spéciale qui leur sera accordée ou refusée suivant les résultats d'une enquête faite à ce sujet.

CONTRAT AVEC LA PACIFIC MAIL STEAMSHIP COMPANY.

Le British Foreign Office vient d'être informé en date du 25 mars, par le consul de Sa Majesté à Granada, que le gouvernement du Nicaragua a renouvelé le contrat avec la Pacific Mail Steamship Company pour le transport des malles-postes, des marchandises et des voyageurs, aller et retour des ports de Corinto et de San Juan del Sur. Par cet arrangement, ces ports seront mis en communication directe avec New York, deux fois par mois, par trois lignes différentes au lieu de deux comme auparavant.

LA CULTURE DU COTON DANS L'AMÉRQUE DU SUD.

Un représentant de la maison importante GRACE & CIE., de New York (maison qui possède de grands intérêts toujours croissant sur la côte ouest de l'Amérique de Sud), vient de rentrer aux Etats-Unis. Il fait connaître que les agriculteurs au Chili et au Pérou s'occupent spécialement depuis peu de la culture du

coton. En plus de ce fait agricole, il y a un projet évident de développer d'importants intérêts manufacturiers. Au Chili, le Gouvernement a fait le premier pas dans cette voie, en supprimant jusqu'en 1902 le droit sur toutes les machines qui servent à tisser, comme on l'a déjà dit dans un numéro précédent du BULLETIN MENSUEL. Par suite de cette suppression d'impôt, on a expédié au Chili de grandes quantités de machines américaines pour cet usage. En vue d'encourager le développement de la culture et de la manufacture du coton et des autres industries, on a inauguré dernièrement à Lima, une exposition permanente de toutes sortes de machines, et les rapports que l'on reçoit de cette exposition indiquent que les fabricants des Etats-Unis, de l'Angleterre et du continent européen profitent de cette occasion pour faire connaître leurs machines.

L'achèvement prochain du chemin de fer Trans-Sibérien et la mise en exécution des travaux projetés dans les contrées orientales lointaines, ouvriront sous peu une nouvelle ère de commerce et d'industrie dans cette partie du monde, et il est très probable que l'impulsion donnée à la culture et à la filature du coton dans les contrées précitées, est faite en vue des nouveaux débouchés que ce commerce oriental offrira.

COMMERCE DE FARINE AVEC L'AMÉRIQUE DU SUD.

A la séance annuelle régulière de l'Association des Meuniers, tenue récemment à Indianapolis, on a discuté à fond la question de l'entretien et de l'expansion du commerce de farine des Etats-Unis avec le Méxique, l'Amérique du Centre et du Sud.

On s'est entendu principalement sur les efforts que doivent faire les meuniers, ainsi que les autres fabricants des Etats-Unis pour trouver de nouveaux débouchés. Plusieurs grands minotiers ont déjà établi avec les contrées de l'Amérique Latine des relations commerciales en général qui ont produit de bons résultats, et les paiements, quoique lents ont été ponctuellement effectués. Le grand obstacle au plein développement de cette branche de commerce est que les facilités offertes par les banques américaines manquent totalement dans ces pays. On a dit qu'un meunier de

Saint-Louis a développé un très grand commerce dans l'Amérique du Centre et du Sud et on a proposé comme moyen profitable une association de minotiers, opérant conjointement et pouvant faire des opérations commerciales qu'un seul homme ne pourrait faire.

Un de ceux qui a pris la parole s'est exprimé ainsi: "Ma compagnie a fait directement quelques affaires avec la République de Costa Rica et le Yucatan; le grand obstacle à ce commerce est la difficulté de faire les recouvrements à cause du peu de facilités offertes par les banques. Les commerçants sont honnêtes, mais ils règlent à très longue échéance et vous envoient comme paiement une traite à soixante jours sur une maison de New York."

Ce rapport est conforme aux idées de commerçants les plus importants qui ont fait des efforts en vue d'établir des arrangements commerciaux sûrs et stables avec les contrées au sud des Etats-Unis; mais il y a cette grande difficulté provenant du manque de facilités de paiements, difficulté contre laquelle les commerçants et les fabricants ont toujours à lutter. De plus, on a besoin d'établir des communications par bateaux à vapeur.

LA FIBRE DE RAMIE.

EXPÉRIENCES FAITES À LIMOGES, FRANCE.

M. THOMAS BARRACLOUGH, de Londres, a lu récemment dans l'Institut Impérial, un article sur la culture et la manufacture de la fibre de ramie. Cet article a été préparé et lu sous les auspices de la Société des Arts, et on le publie en entier dans le journal de la société.

Sur l'invitation de M. BARRACLOUGH, un nombre de personnes intéressées à la culture, à la préparation et à la manufacture de la ramie, se sont réunies à Limoges, France, le 27 juillet 1897, pour faire un examen des résultats pratiques de la machine de décortication de "Faure." La ramie, dont on s'est servie dans cet essai, était cultivée dans la plantation de M. FAURE, aux environs de Limoges, et on a fait cette expérience pour déterminer si le travail de décortication fait à la machine, donnait des résultats aussi effectifs et aussi satisfaisants que s'il était fait à la main, comme on a l'habitude de le faire en Chine.

Après une longue discussion sur les différentes méthodes, on a

adopté à l'unanimité la résolution suivante qui a été signée par toutes les personnes présentes:

LIMOGES, *27 juillet 1897.*

Les soussignés qui ont assisté aux expériences faites par M. FAURE avec sa nouvelle machine pour la décortication de la ramie, sont heureux de déclarer que les résultats obtenus les ont complètement satisfaits. Ils pensent que la décortication de la ramie faite par la machine Faure donne des résultats aussi bons que si elle était faite à la main. Ils disent que le problème de la décortication mécanique de la ramie est maintenant entièrement satisfaisant.

Une des personnes présentes, M. BLUNTSCHLI, directeur-gérant d'un syndicat qui possède de grandes plantations de ramie à Sumatra, dit qu'il s'est servi de la machine à décortication de M. FAURE et qu'il en a été pleinement satisfait; de plus, qu'il est convaincu que la fibre produite est égale à celle que produit la main d'œuvre dans les pays de l'Orient.

Le BULLETIN MENSUEL a de temps en temps attiré l'attention, non seulement sur les emplois variés auxquels cette fibre précieuse peut être appliquée, mais aussi à son introduction dans les pays de l'Amérique du Sud et du Centre, au Mexique, aussi bien que dans quelques régions des Etats-Unis qui se prêtent à sa culture. On a aussi mentionné le fait que l'on a, pour ainsi dire, vaincu la grande difficulté de décortication et de dégommage de la fibre par les différentes inventions mécaniques.

Il semble maintenant qu'il ne reste plus à faire pour le développement complet de cette industrie, que d'associer dans une plus grande coopération, le producteur et le manufacturier de ce continent.

MISCELLANÉES COMMERCIALES.

RÉPUBLIQUE ARGENTINE.

Projet de Chemin de Fer Électrique Souterrain à Buenos Ayres.

Mr. JAMES G. KELLY a demandé à la municipalité de Buenos Ayres une concession pour la construction de deux chemins de fer électriques souterrains dans cette ville. Les tunnels doivent être revêtus de couches de ciment suffisamment épaisses pour résister à la pression de la terre et à l'humidité. La ventilation s'effectuera au moyen d'ouvertures pratiquées dans la voie ou dans les trottoirs. Les travaux de construction doivent commencer dans les neuf mois qui suivront l'approbation des plans et la voie doit être prête pour le trafic dans les trois années suivantes. Le maximum des prix de voyage ne doit pas dépasser quinze centavos; le port des paquets ne doit pas dépasser cinq centavos, et 6 pour cent des

recettes totales doivent revenir à la municipalité. Les deux lignes avec les bâtiments et tout le matériel roulant deviendront la propriété absolue de la municipalité, exemptes de toutes demandes de compensation, dans un délai de quatre-vingt-dix ans.

Importations d'Instruments Agricoles.

Le vice-consul Anglais à Rosario, fait connaître que de 1889 à 1894, période des bonnes récoltes, on a trouvé une vente facile de 135,000 tonnes de fil de fer pour clôtures, 100,000 charrues, 680,000 socs, 2,262 machines pour ensemencer, 27,680 moissonneuses, 2,600 batteuses et 7,000 machines pour vanner, non compris plusieurs tonnes de petits instruments. Depuis la crise et les mauvaises récoltes la demande de machines agricoles a sensiblement diminué. Le vice-consul dit que l'Angleterre occupe le premier rang comme pays importateur de machines dans la République Argentine et que les Etats-Unis viennent ensuite.

Culture du riz dans la Province de Tucuman.

Dans la province de Tucuman où l'on cultive la canne à sucre, beaucoup d'agriculteurs se sont occupés dernièrement de la culture du riz, pour laquelle le climat et le sol sont favorables. De 1895 à 1896, les terres destinées à cette culture ont augmenté de 100 hectares à 264 hectares. La superficie est très petite, mais l'augmentation en est significative. Dans les terres arrosées, la récolte est de 2,500 kilos par hectare et dans les terrains secs, 1,500 kilos. On a encouragé la semence du riz en raison de la crise ressentie dans l'industrie sucrière.

BRÉSIL.

Affermage des Chemins de Fer Nationaux.

Le British Foreign Office vient d'être informé officiellement qu'un syndicat, représenté par le Senhor ANTONIO FERREIRA a affermé pour un certain nombre d'années le Chemin de Fer Central de Pernambuco. A la signature de ce contrat, les chemins de fer nationaux du Brésil, excepté ceux du Centre, de Bahia, de Pernambuco du Sud et de Paulo Affonso ne seront plus sous le contrôle effectif du Gouvernement. Plusieurs des lignes ci-dessus énumérées ont été exploitées par l'Etat, et lui ont rapporté jusqu'ici un beau bénéfice.

CHILI.

Traité de Commerce avec l'Allemagne.

On poursuit actuellement des pourparlers pour la négociation d'un traité de commerce entre le Chili et l'Allemagne. Avant 1895, il existait un traité semblable conclu en 1862, mais qui a cessé d'être en vigueur en 1895, et l'augmentation rapide du commerce entre les deux contrées a nécessité son renouvellement dans des conditions plus larges.

Les importations allemandes provenant du Chili se sont élevées en 1880 à $607,500, et en 1896 elles ont augmenté de $8,655,750. Sur ces importations, les nitrates en forment presque la moitié, vient ensuite le cuir à semelle, et enfin les cuirs verts, l'or et le cuivre. Les exportations allemandes dans le pays consistent principalement en plantes textiles et en articles en fer. Voici les exportations pour les années 1894 et 1896: Lainages, évalués à $985,500; cotonnades, $1,566,500; articles en fer ordinaire, $475,220; articles en fer ouvré, $840,000; sucre, $413,000.

HAÏTI.

Droits des Sujets des Etats-Unis.

On apprend que le Gouvernement d'Haïti, par un décret exécutif, vient d'accorder aux sujets des Etats-Unis résidant à Haïti, les mêmes privilèges et droits qu'on accorde aux Haïtiens en fait de commerce et de travail. Le décret a trait surtout aux licences commerciales et au commerce en détail.

HONDURAS.

Conditions Commerciales.

Dans un rapport en date du 30 avril 1898, adressé au Ministre des Affaires Etrangères et publié dans les premières feuilles des Rapports Consulaires du 21 mai, M. JOHNSTON, consul à Utilla, s'exprime ainsi: Pendant la première partie du mois, les exportations de bananes, de plaintains et de noix de coco ont atteint une bonne moyenne, mais pendant les dix derniers jours le commerce a diminué beaucoup par suite de la guerre avec l'Espagne. Les navires portant le drapeau des Etats-Unis ont été obligés de rester à la Nouvelle-Orleans, et ceux qui portent le drapeau norwégien sont les seuls qui font le commerce en ce moment. Par conséquent les prix ont diminué, et si l'on n'employe point plus de navires, une grande quantité de fruits se gâtera à l'arbre et entraînera une perte considérable pour les producteurs. Ceci portera un coup très sensible aux importations qui proviennent presque toutes des Etats-Unis. Si l'on pouvait établir une ligne régulière de bateaux-postes entre la Nouvelle-Orléans, Utilla et Cuba, le commerce y gagnerait beaucoup sur toutes ces places.

Résumé sur les Habitants, le Climat, les Ressources, etc.

M. ROBERT M. FRYER, de Washington, qui a beaucoup voyagé dans le Honduras et y a demeuré quelques années, envoie au Bureau la communication suivante au sujet des ressources, du climat, etc., de cette République.

"Permettez-moi de faire connaître aux lecteurs du BULLETIN, que les habitants, le climat, la religion et le Gouvernement du Honduras sont tout à fait disposés à l'avancement des intérêts particuliers. Toute personne allant au Honduras avec assez de jugement pour comprendre ce qui existe, et qui se livrera au développement des occasions qui se présenteront, sans se mêler des affaires publiques, ne démentira jamais mon assertion. On peut dire que les habitants de ce pays font un meilleur accueil aux voyageurs et aux colons des Etats-Unis venant pour s'y établir, qu'à tous les autres étrangers visitant le pays.

En superficie, le Honduras est de la même grandeur environ que l'Etat de l'Ohio, mais en fait de ressources naturelles il surpasse un nombre d'états semblables pris collectivement, et s'il avait une population correspondante, il surpasserait, à mon avis, tout autre territoire de même grandeur. Le pays fournit un confort plus grand que celui qu'on peut obtenir ailleurs avec la même dépense d'argent et de travail; il possède tous les avantages des régions tropicales, semi-tropicales et tempérées. Parmis ses productions se trouvent des bois précieux pour le commerce, des plantes médicinales, des fruits tropicaux, et de vastes ressources minérales inexploitées; mais par dessus tout c'est le climat du Honduras, joint aux nombreux autres avantages, qui est son plus grand charme.

Sur une distance de 400 milles emviron, la côte du nord du Honduras s'étend

dans une direction presque directement est et ouest; les vents qui soufflent le plus souvent (vents alizés) viennent du nord et du nord-est, et l'on peut compter sur eux pour rendre la côte salubre et relativement fraîche, mais naturellement ce n'est pas la place qui se recommande le plus en raison de son climat. Toutefois, il n'est certainement pas désagréable, parce que les montagnes de la côte sont baignées par la mer et que leurs sommets percent les nuages à une élévation d'un mille ou plus. Dans les nombreuses vallées et plateaux, on peut trouver un climat convenant aux goûts et aux exigences de toute personne raisonnable.

Si toutefois on me demandait d'indiquer le climat le plus agréable du pays, j'appellerais l'attention sur celui de Tegucigalpa, Siguatepeque et des collines qui entourent Camayagua; sur celui du lac Yojoa, San José, Santa Barbara et de nombreux autres endroits dans l'intérieur de la République, où d'épaisses couvertures sont nécessaires chaque nuit de l'année; et où on ne trouve jamais ni de mouches, ni de moustiques; où les jours ressemblent à ceux du printemps et où il y a des fleurs et des fruits toute l'année. Dans un parcours de plusieurs mille milles que j'ai fait à dos de mulets dans les montagnes, je n'y ai jamais vu ni reptiles, ni d'animaux sauvages si ce n'est en captivité, mais de tous côtés, il y a une profusion d'oiseaux d'une grande variété de couleurs et de plumage. Le pays est bien pourvu de courants d'eau, dont plusieurs abondent en poissons, les plus beaux se trouvant près de la côte.

Il ne faut que très peu de capital ou de travail pour établir une demeure dans le Honduras; on n'y trouve pas les extrêmes de température, et tout produit semble y croître avec peu ou sans aucune culture. Il en est surtout ainsi pour le maïs, qui produit deux ou trois récoltes par an; la canne à sucre et le coton produisent aussi plus d'une récolte par an, et n'ont besoin d'être plantés que tous les dixans. La noix de coco et le caoutchouc donnent une récolte profitable huit ans après la plantation, tandis que le caféier commence à produire en moins de six ans. Les caoutchoucs, dans leurs premières années, exigent de l'ombre qui leur est fournie par les bananiers plantés parmi eux. Ces bananiers rapportent aussi de gros benéfices, et commencent à produire en neuf mois. Ils produisent au moins pendant dix ans. On dit que la vie du caoutchouc au Honduras dure pendant cinquante ans ou plus.

On trouve dans le pays, à l'état sauvage, l'oranger, le citronnier, le limonier, le manioc et beaucoup d'autres arbres fruitiers; l'ananas, y compris la variété conique, pousse en abondance près de la côte. Dans quelques régions du pays, tous les légumes connus aux Etats-Unis poussent à merveille. Le sol près de la côte est trop riche pour les pommes de terre, les tiges deviennent trop lourdes, mais dans l'intérieur où le sol est sec, ce légume pousse facilement. On dit que M. Bambourg, qui demeure à San Pedro Sula, où il dirige un grand jardin de produits pour le marché, est une autorité au sujet de la culture de légumes au Honduras.

A propos des ressources minérales, je dirai que d'après mes propres observations et toutes les indications, que le Honduras possède des mines d'or et d'argent d'une valeur incalculable. Par la gracieuseté de M. Girlings, directeur général de la New York and Honduras Rosario Mining Company, j'ai

pu apprendre beaucoup de choses, non seulement sur les riches dépôts de la compagnie, mais aussi sur les mines du District de Yuscuran, où est située la mine renommée de Guayabillas, ainsi que les placers aurifères d'Olancho. La mine précitée de Rosario est située à San Juancita, 21 milles de Tégucigalpa (la capitale), qui lui est reliée par une assez bonne route carrossable.

GUATEMALA.

Réduction du Droit d'Exportation sur le Café.

On a reçu des informations officielles qu'en vertu d'un décret exécutif récemment promulgué, les droits d'exportation sur le café sont réduits à $1 en monnaie courante, soit environ 36 sous par quintal. Cette loi entrera en vigueur le 1er juillet de l'année courante.

On dit que cette même loi décrète que les exportations de tous les produits naturels ou fabriqués, à l'exception du café, seront exemptes de droits, à partir de la date précitée, et que dans le cas où la diminution dans la valeur du café continuerait ou augmenterait sur les marchés étrangers le droit pourrait être supprimé complètement.

PARAGUAY.

Introduction de Moulins à Vent Américains.

L'industrie la plus importante et la plus lucrative au Paraguay est celle de l'élevage du bétail, mais à cause du manque d'eau sur les pâturages, il faut conduire les troupeaux à une distance de plusieurs milles pour les abreuver, ce qui retarde considérablement cette industrie. M. RUFFIN, consul général des Etats-Unis, attire l'attention sur la nécessité de bons moulins à vent de manufacture américaine que les éleveurs peuvent monter pour pomper l'eau, et ainsi porter remède à ce grand désavantage.

PÉROU.

Établissement d'une Fabrique et d'une fonderie à Callao.

Une compagnie au capital de $40,000 vient de s'établir à Callao pour la fabrication d'allumettes de sûreté en cire. Comme cette industrie est encore dans l'enfance, le produit est encore inférieur à l'article d'importation. On a accordé la permission de construire une fonderie dans les environs de la ville, et les travaux de construction pour des égouts et pour des conduits d'eau se poursuivent jusqu'à concurrence de $300,000. Pendant l'année 1896, les recettes douanières se sont élevées à $2,100,009.

ETATS-UNIS.

Exportation de Machines pour la Fabrication du Sucre.

Les exportations de machines pour la fabrication du sucre, expédiées par les Etats-Unis à l'Amérique du Sud, pendant le mois d'avril, ont été les plus grandes qui aient eu lieu depuis quelque temps. L' "American Exporter" fait connaître que la République Argentine, la Colombie et le Salvador ont été les marchés principaux auxquels on a expédié des machines pour une valeur d'environ $50,000.

La République Argentine en a reçu pour les deux tiers de cette somme environ, et le reste s'est distribué entre Hondo, Colombie et Acajutla, Salvador. On dit que ces machines sont destinées exclusivement aux grandes plantations de canne à sucre dont les usines sont mues par la vapeur, car dans les expéditions

qui ont ete faites, il n'y avait pas un seul petit moulin à sucre de la force d'un cheval ou d'un bœuf.

Consommation du Café.

D'après le "Mexican Financier," les Etats-Unis sont et seront toujours les plus grands acheteurs de café au Mexique, et c'est certainement le pays qui achète les plus grandes quantités de café, car il n'en produit pas du tout. Le tome des statistiques commerciales pour l'année fiscale finissant le 30 juin dernier, donne en détail les importations de café.

Les importations totales de café aux Etats-Unis pour l'année précitée ont été de 737,645,670 livres, soit environ dix livres par tête, selon les estimations de la population actuelle.

Pendant l'année fiscale de 1897, les Américains ont acheté le café dans tous les pays productifs de café, et trois continents y ont contribué: l'Amérique, l'Afrique et l'Asie, sans compter l'Australasie. Les principaux fournisseurs de café aux Etats-Unis selon leur ordre étaient:

	Livres.	Valeur en or.
Brésil	542, 857, 265	$52, 792, 937
Venezuela	58, 913, 154	8, 300, 672
Mexique	28, 833, 870	4, 591, 909
Colombie	20, 939, 528	2, 834, 631
Costa Rica	19, 300, 381	2, 800, 652
Guatémala	11, 569, 772	1, 744, 411
Indes Orientales Hollandaises	11, 001, 036	2, 075, 157
Haïti	7, 299, 778	946, 700
Salvador	7, 147, 369	1, 072, 480
Aden	5, 118, 386	859, 602

Ce sont les prin ipaux endroits d'où l'on a obtenu le café pour le marché américain, qui en a consommé pour une valeur de $81,544,000 en or.

VENEZUELA.

Projet d'une Ligne de Bateaux à Vapeurs.

Un représentant d'un syndicat des Etats-Unis est au Venezuela en ce moment pour examiner s'il serait bon d'établir une nouvelle ligne de vapeurs entre New York et les ports vénézuéliens avec escale dans quelques îles des Indes Occidentales. D'après un rapport récent, il a déjà passé un contrat et on lui a garanti le transport de 2,000 tonnes de fret par mois. La ligne proposée desservira Saint Thomas, Saint Kitts, la Guadeloupe, la Martinique, les Barbades, et la Trinité. D'après l'entreprise projetée, on établira aussi la navigation à vapeur sur l'Orénoque. Les intérêts des Etats-Unis dans la République du Venezuela se développent beaucoup en ce moment; on vient d'établir dans Caracas une Building and Loan Company (compagnie qui avance des fonds à ceux qui désirent construire des bâtiments), et la République du Nord fournira la plus grande partie du capital.

INDEX.

January–June, 1898.

ARGENTINE REPUBLIC: Page.

- Agricultural implements trade 2129
- Butter and cheese industry 1917
- Cattle exports 1917
- Cereal crop 1661
- Coal-trade prospects 1313
- Electric lighting, Buenos Ayres 1917
- Electric plant, Cordoba 1499
- Exports for 1897 2100
- Foreign commerce, first six months 1897 1077
- Immigration report 1253
- Imports for ten years 1499
- Newspaper statistics 1917
- Packing of shipments 1313
- Quebracho industry 1710
- Railway construction 1710
- Rice growing in Tucuman 2129
- Sheet iron imports 1122
- Sugar industry of Tucuman 1660
- Trade with Peru 1459
- Underground electric railway proposed 2128
- Wheat harvest 1313

BOLIVIA:

- Trade with United States 1256

BRASIL, MINISTER JOAQUIN FRANCISCO DE:

- Received as envoy extraordinary and minister plenipotentiary from Brazil to United States 2104

BRAZIL:

- Bello Horizonte opened as capital of Minas Geraes 1258
- Boundary with French Guiana 1711
- British trade efforts 1875
- Business opportunities 1877
- Cable repaired 1313
- Coal proposals 1314
- Coffee industry 1662
- Coffee plantations 1314
- Coins advertised for 1876
- Freight rates on flour 1711
- Gold mines of Minas Geraes 1314
- Immigration, 1896 1257
- India rubber from Pará and Mánaos 1500
- Inspection of imports 2103
- Light-house and dock dues 1711

BRAZIL—Continued. Page.
Manganese ore deposits ... 2129
Match factory at Rio de Janeiro ... 1500
Minister Brasil received ... 2104
Minister Mendonça's retirement ... 2096
Navigation of Amazon tributaries ... 2129
Paper shipments ... 1123
Pernambuco Central Railway leased ... 2129
Pernambuco improvements ... 1079
Pernambuco trade, 1897 ... 2101
Postal cars introduced ... 1918
Pottery industry ... 1467
President and Vice-President elected ... 1875
Railroads in southern ... 1257
Railway mileage and construction ... 1461
Rubber exports, October, 1897 ... 1314
Santos, storage charges ... 1500
Tariff modifications, 1898 ... 1865
Tax on bank dividends ... 1711
Trade with Italy ... 1710
Trade with United States ... 1876
BRITISH COMMERCIAL COMMISSION:
Arrival in South America ... 1706
BRITISH HONDURAS:
Trade opportunities ... 1259
BUREAU OF AMERICAN REPUBLICS:
Annual report of the Director ... 1437
Sketch of its origin, character, and purposes ... 2073
CARACAS, VENEZUELA:
Sample warehouse opened ... 1699
CENTRAL AMERICA:
Internal resources considered ... 1452
Mining statistics, correction ... 1468
CHILE:
Agricultural implements needed ... 1123
Coal and coke shipments from United States ... 1711
Commerce of 1896 ... 1260
Commercial treaty with Germany ... 2129
Electric plant, Punta Arenas ... 1918
Frozen-meat trade ... 1314
Invoice and bills of lading, regulations ... 1712
Magallanes Territory; commercial development ... 1712
Nitrate industry ... 1123
South American Tobacco Company ... 1123
Textile manufacture, free entry of materials ... 1711
CODE OF COMMERCIAL NOMENCLATURE:
Adopted by United States Treasury Department ... 1312
COFFEE:
Brazil crop, 1898 ... 1662
Consumption in United States, 1897 ... 2131
Crop of Nicaragua, 1897–98 ... 1125
Cultivation in Hawaii ... 1700
Guatemala crop, 1898 ... 1713
Guatemala export duty reduced ... 2130
Tehuantepec, Mexico, lands for ... 1919

	Page.
COLOMBIA:	
American manufactures and trade	1080
Dock at La Boca	1664
Mineral resources	1879
Railway construction	1664
Railway extensions	1501
Railway, Girardot to Bogota	1882
Trade competition	1501
COSTA RICA:	
Abangares mining syndicate	1665
Financial and commercial statistics	1263
Industrial notes	1712
Internal improvements	1082
Monetary reform	1468
President Iglesias's inauguration	2108
President's message, May 1, 1898	2105
COTTON:	
Development of, in South America	2126
ECUADOR:	
Consular invoice regulations	1123
Guayaquil custom-house	2108
India-rubber culture	1666
Industrial notes	2108
ELECTRICAL APPARATUS:	
Installations in Latin America	1703
FLOUR:	
Trade with South America	2126
FRENCH GUIANA:	
Boundary with Brazil; commission	1711
GOLD PRODUCTION:	
Of America, 1896–97	1309
GUATEMALA:	
Banking arrangements	1083
Coffee crop, 1898	1713
Commercial conditions, 1896	1886
Duties on electrical apparatus	1314
Duties payable in silver	1314
Export duty on coffee reduced	2130
Railway and steamship enterprises	1884
Refund of bonds; redemption of notes	1264
Specie payments resumed	1501
Trade development	1883
Trade-mark and patent laws	1667
HAITI:	
Cabinet changes	1084
Cable lines to South America	1124
Financial arrangements	1084
Steamship service	1124
Trade and labor rights to United States citizens	2130
Trade with United States; suggestions of Minister Powell	2109
HAWAIIAN ISLANDS:	
Coffee cultivation	1700
HONDURAS:	
Address of President Bonilla	1474
Patuca River concessions	1886

HONDURAS—Continued. Page.
Resources of ... 1674
Trade conditions, 1898 ... 2130
IGLESIAS, SEÑOR DON RAFAEL:
Inauguration of second term as President of Costa Rica ... 2108
INDIA RUBBER:
Cultivation in Ecuador ... 1666
in Mexico ... 1085
Decrees of Nicaragua ... 1278
Exports from Iquitos, Peru ... 1504
from Para and Manaos ... 1500
INTERNATIONAL AMERICAN BANK:
Legislation proposed ... 1704
INTEROCEANIC RAILWAY:
New projects for ... 1310
MACHINERY AND TOOLS:
Trade in Spanish America ... 1118
MARTINIQUE:
Margarine prohibitions ... 1475
MENDONÇA, SENHOR SALVADOR DE:
Brazilian minister, retirement from United States ... 2096
METRIC SYSTEM:
Authorized by British board of trade ... 1911
MEXICO:
Agricultural products: rubber, ginger, tobacco, tan barks ... 1085
Area and population of States and Territories ... 2113
Artesian wells ... 1919
Budget; concessions ... 1316
Cattle exportation ... 1676
Chihuahua steel works ... 1889
Chihuahua, value of mines ... 1502
Coahuila Central Railway concession ... 1918
Coal deposits ... 1477
Drainage canal completed ... 1677
Electric railroad established ... 1919
Finances and industries, 1898 ... 1890
Flax culture ... 1501
Guano deposits ... 1919
Instructions for shipping goods ... 1475
Japanese colony ... 1676
Japanese labor on coffee estates ... 1124
Machinery needed ... 1124
Mahogany trade ... 1714
Mexico, Cuernavaca and Pacific Railway opened ... 1315
Mining law ... 1266
New Government building ... 1714
New industries ... 1314
President's message ... 1887
Public lands, prices 1898–99 ... 1277
Railway concession forfeited ... 1502
Railway inauguration ... 1713
Report of Señor Sanchez on American manufactures ... 1125
Sample room for United States products ... 1713
Steamship line from Port Arthur, Texas ... 1502
Sugar-cane culture ... 2112

MEXICO—Continued. Page.
Sugar production ... 1918
Tehuantepec coffee lands ... 1919
Tehuantepec railway lease ... 1678
Telegraph contract ... 1677
Tin deposits found ... 1714
Transportation routes ... 1893
Vera Cruz; harbor improvements ... 1501
MINING:
Coal deposits of Mexico ... 1477
Chihuahua mines; value ... 1502
Colombia; gold fields ... 1878
Costa Rica; Abangares syndicate ... 1665
El Callao mine, Venezuela, sold ... 1298
Gold district of Carabaya, Peru ... 1098
Gold mines of Nicaragua ... 1316
Iron ores of South America ... 1912
Manganese ores in Brazil ... 2129
Mining law of Mexico ... 1266
Tin deposits in Mexico ... 1714
NATIONAL ASSOCIATION OF MANUFACTURERS:
Warehouse at Caracas, Venezuela ... 1128
NIAGARA PAN-AMERICAN EXPOSITION:
Notice of ... 1116
Postponement of ... 1704
NICARAGUA:
Ammunition monopoly ... 1279
Bluefields' trade ... 1280
Coffee crop, 1897–1898 ... 1125
Coffee decrees ... 1278
Evaporated bananas ... 1503, 1679
Explosives, law restricting ... 2113
Gold mines of Siguia ... 1316
India rubber decrees ... 1278
National Railway sale ... 1316
Pacific Mail Steamship contract ... 2114
Transportation, San Juan River and Lake Nicaragua ... 1681
NICARAGUA CANAL:
Convention at Kansas City to promote ... 1113
PARAGUAY:
Decorticating machinery needed ... 1715
Exhibits at Brussels Exposition, 1895 ... 1282
Need of windmills ... 2130
Tobacco cultivation revival ... 1503
Trade for 1896 ... 1090
PATENT LAWS:
Of Guatemala ... 1672
PERU:
Export duty on silver abolished ... 1125
Gold district of Carabaya ... 1098
India-rubber trade of Iquitos ... 1504
Industries established ... 2131
Japanese immigration ... 1504
Machinery Exposition, Lima ... 1478
Mining machinery needed ... 1503
Ministry organized, 1897 ... 1100

	Page.
PERU—Continued.	
Railway construction	1100
Trade of Lima	1317
Trade with the Argentine	1459
the United States	1715
PHILADELPHIA MUSEUM:	
Exhibits secured from Central America	1911
International commercial congress proposed by	1128
RAILWAYS:	
Argentina; construction in 1897	1710
Brazil; case of Pernambuco Central	2129
Colombia; Girardot to Bogota	1882
Construction in Colombia	1664
Extensions in Colombia	1501
Guatemala; sale of Northern Railway authorized	1884
Mexico—	
Electric road Jalapa to Teocelo	1919
Rio Grande, Sierra Madre and Pacific opened	1713
Tehuantepec Railway leased	1678
Venezuela—	
Los Teques to Cua	1909
Mileage	1698
Perico to Crucero	1908
RAMIE:	
Cultivation in Jamaica	1127
Recent report on decorticating machinery	2127
RECIPROCITY:	
Authorship of, discussed	1074
SALVADOR:	
Duty on spirits	1317
Payment of customs duties	1504
SANTO DOMINGO:	
Commercial notes	1284
Exports	1682
Tariff; surtax decreed	1894
SOUTH AMERICA:	
Cotton growing	2126
Flour trade with	2176
Internal resources of northern portion of	1849
of western coast	2087
Special English commercial mission to	1311
SPANISH AMERICA:	
British commercial commission to	1706
Textile industries in	1706
STEAMSHIP COMMUNICATION:	
Suggestions for, between United States and South America	1913
STEAMSHIP SERVICE:	
Extension of Pacific lines	1122
TARIFF:	
Brazil; modifications in 1898	1868
Santo Domingo; surtax	1894
Uruguay; surtax abrogated	1716
Venezuela	1302, 1489, 1694
TEXTILE INDUSTRIES:	
In Mexico and South America	1706

TOBACCO:
Page.
Cultivation in Mexico 1087
TRADE-MARK LAWS:
Of Guatemala 1667
TRADE RELATIONS IN AMERICA:
Eastern coast of South America 1069
Internal resources of Mexico 1245
of Central America 1452
of northern part of South America 1849
of western coast of South America 2087
of the West Indies 1653
TRADE WITH LATIN AMERICA:
Imports and exports of United States—
October, 1897 1100
November, 1897 1285
December, 1897, and year 1897 1478
January, 1898 1682
February, 1898 1895
March, 1898 2114
TRANS-MISSISSIPPI AND INTERNATIONAL EXPOSITION:
Description of 1861
TRANSPORTATION:
Routes to Mexico 1893
UNITED STATES:
Bicycle trade 1126
Coffee consumption 2131
Carrying trade with Latin America 1317
Commerce with Latin America—
October, 1897 1100
November, 1897 1285
December, 1897, and year 1897 1478
January, 1898 1682
February, 1898 1895
March, 1898 2114
Commercial congress projected by Philadelphia Museum 1128
Hides and skins, importations 1113
President's Message, 1897, notes from 1112
Spanish-American trade of St. Louis 1692
Sugar machinery, exports 2131
Trade with eastern coast of South America 1069
with Mexico 1245
with Uruguay, 1897 1504
Trans-Mississippi and International Exposition 1861
URUGUAY:
Agricultural exports, 1893–1897 2134
Coal trade 1318
Montevideo Harbor improvements 1919
Public instruction 1488
Roofing slates, demand for 2125
Tariff, surtax abrogated 1716
Trade conditions, 1897 1715
Trade development 1114
Trade of Montevideo, nine months, 1897 1127
Trade with United States, 1897 1504
Wool and skins, exports 1318

VENEZUELA: Page.
Aerial-cable contracts 1907
Amazon territory concession 2132
Bonded warehouses authorized 1298
Brewery established at Puerto Cabello 1716
Business opportunities 2132
Cable transportation, Valencia to Nirgua 1910
Cattle trade 1127
Commerce with Colombia, regulations 1115
Consular invoices required 1920
Distilleries at Puerto Cabello and Caracas 1920
El Callao mine 1298
Electric railway, Caracas 1318
Immigration contract 1906
Imports from New York 1909, 1920
Market for United States manufactures 1904
Ministry 1911
President Ignacio Andrade 1301
Railway contracts 1908
Railway mileage 1698
Salt tax increased 2132
Steamship line proposed 2132
Tariff, 1897–98 ..... 1302, 1489, 1694
Trade with United States 1297
Tramways of Caracas; correction 1700
Warehouse at Caracas 1128
opened 1699
WEST INDIES:
Internal resources of, considered 1653
WINE:
Production of America 1716